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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Capital Spending and Project Approvals**

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## **1 Purpose of this report**

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The schemes being considered today were recommended by the West Yorkshire and York Investment Committee (the Investment Committee) on 11 August and 1 September.
- 1.3 Please note, at the time of preparing this report 12 schemes will not have been considered by Investment Committee which meets three days before this meeting. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in November 2020) the schemes are being presented at this time. The recommendations within this report are based on those being put to Investment Committee. The Chair of the Investment Committee will provide a verbal update on the outcome of the 1 September 2020 Investment Committee's consideration of the schemes and whether there are any changes to the recommendations to be considered by the Combined Authority. Any significant changes will be presented in an addendum to the report.

## **2 Impact of Covid-19**

- 2.1 The full implications of COVID-19 on the region and its economy and transport system are still to be understood and the impact on our programmes and schemes has been mixed. The schemes that were due to start in the first half of 2020/21 have experienced delays due to variety of factors, therefore, during schemes' business case development and appraisal process we are working

closely with our council partners to ensure that the delivery timescales reflect the current issues and schemes are actively stress tested to ensure ongoing viability.

- 2.2 In the wake of COVID-19 it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport. For the Transforming Cities Fund the Department of Transport has not yet changed the forecast spend and outputs for the schemes. The impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal.

### **3 Integrated Clean Growth**

- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.
- 3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed.
- 3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

### **4 Additional Approval – Growing Places Fund**

- 4.1 The Combined Authority currently administers a small number of loans through the Growing Places Fund. During the prevailing economic conditions and as a result of the Coronavirus pandemic it can be reasonably predicted that businesses in receipt of a Combined Authority loan may seek to vary the conditions of their repayments, e.g. request a repayment holiday and reprofiling of repayments, or payment of interest only for a period with deferral of capital payments until next or final repayment date.
- 4.2 As part of the Combined Authority's continuing economic response and to ensure timely decision making and appropriate support to businesses, approval is sought to delegate authority to the Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing

Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

4.3 The Combined Authority approves that:

- (i) Authority is delegated to the Combined Authority's Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

**5 Tranche 2 Emergency Active Travel Funding**

- 5.1 On 09 May 2020 the Government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment across England in walking and cycling over the next 5 years. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The £25 million remainder will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.
- 5.2 A total allocation of up to £12.566 million was confirmed for West Yorkshire, split into two tranches.
- 5.3 In July, DfT announced that the West Yorkshire application submitted in June had been successful in securing £2.513 million of tranche 1 funding, 100% of the indicatively allocated funding, to deliver the programme. A list of highways infrastructure schemes and supporting behaviour change measures that this funding is supporting is published [here](#). These are now in delivery and being managed through the CityConnect programme governance structure.
- 5.4 At its meeting in June 2020 the Combined Authority approved the expenditure of tranche 1 of Department for Transport (DfT) Emergency Active Travel funding, and for the tranche 1 programme to commence on Activity 6 (Delivery).
- 5.5 An application for £10.053 million of tranche 2 funding was submitted on 7 August, in line with the indicative allocations published by DfT. This set out a further programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation. The outcome is expected to be announced early September 2020.
- 5.6 Authorities must demonstrate that funds can be spent or fully committed in this financial year (i.e. by the end of March 2021), meaning that these schemes must be delivered at pace.

- 5.7 In order to ensure that schemes can be delivered within the tight timescales (there is not another Combined Authority until 10 November 2020), the Combined Authority is requested to delegate authority to Investment Committee to approve:
- (i) The Tranche 2 Emergency Active Travel Assurance Framework pathway and approvals.
  - (ii) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million, but this could vary as the final allocation is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
  - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners.

## **6 Report**

- 6.1 This report presents proposals for the progression of 16 schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £332.393 million when fully approved, of which £292.303 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £20.851 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

### **Transforming Cities Fund (TCF) Funding**

- 6.2 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT Transforming Cities Fund to progress all schemes against its 'low' scenario, including those in North Yorkshire (York, Selby, Harrogate and Craven), plus an additional £25 million to be allocated across the programme reflecting the Partners priorities. Through West Yorkshire's Devolution deal, also announced on 11 March 2020, in line with flexibility provided to other Mayoral Authorities, West Yorkshire Combined Authority will have scope to prioritise investments above this level.
- 6.3 The Combined Authority at the meeting of 27 July 2020 approved the use of future gainshare to support the delivery of the higher scenario of the Transforming Cities programme. This will require an additional £164.5 million funding which will be achieved by utilising an appropriate mix of capital and revenue funding to support borrowing. The Combined Authority also approved the high scenario of the TCF programme to be delivered over a longer timescale.

- 6.4 Please note that any reference below to the Transforming Cities Fund means £317 million from the DfT Transforming Cities Fund and the £164.5 million funding from gainshare and/or other sources which will be specified.

### **Transforming Cities Fund (TCF) BCRs**

- 6.5 The Government approved the Leeds City Region TCF programme on the basis that it would deliver a Benefit Cost Ratio (BCR) of between 1.5 (representing Low Value for Money) and 2 (representing Medium Value for Money) when assessed using the DfT's Transport Appraisal Guidance (TAG).
- 6.6 It is recognised that individual scheme BCRs may fall outside these values for money categories as business cases are further refined and progress through the assurance process.
- 6.7 These will not be reported at Strategic Outline Case (SOC), but at Outline Business Case (OBC) as the SOC in the main deals with the strategic case and the OBC the economic case.
- 6.8 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users. However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making.

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| <p><b>Scheme</b></p> <p><b>TCF: Dewsbury–<br/>Batley–Tingley<br/>Sustainable-Travel<br/>Corridor</b></p> <p>Kirklees/ Leeds</p> <p>11<sup>th</sup> August Investment<br/>Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The Batley-Chidswell-Tingley corridor is a key route providing connectivity between North Kirklees and Leeds. The ‘North Kirklees Growth Zone’ has been identified as a Strategic Economic Plan Spatial Priority area, which includes significant housing and employment sites.</p> <p>The package will introduce bus priority measures and enhancements to bus stops, through improved footways and crossing infrastructure.</p> <p>The package will be funded from the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>The package will implement a series of bus, cycle and footway improvements to overcome access and cost barriers and reduce reliance on the private car.</p> <p>The package will enhance the bus offer, improving bus journey times and reliability, and facilitating new services and higher frequencies. In addition, the scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved active mode infrastructure, positively impacting air quality.</p> <p>It will also facilitate the delivery of local housing and employment developments as part of the North Kirklees Growth Zone (NKGZ), whilst providing better connectivity to education and employment opportunities across the wider City Region.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the scheme - £6 million</p> <p>Total value of Combined Authority funding - £6 million</p> <p>Funding recommendation sought - £0</p> |
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| <p><b>Programme</b></p> <p><b>Corridor Improvement Programme (CIP)</b></p> <p><b>Phase 2 Delivery</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Programme description</u></b></p> <p>The Corridor Improvement Programme (CIP) will deliver a series of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.</p> <p>The CIP phase 2 programme builds on phase 1 with delivery of further schemes identified along the key strategic network, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The Combined Authority will continue to work with the West Yorkshire partner councils to deliver CIP Phase 2.</p> <p><b><u>Impact</u></b></p> <p>CIP Phase 2 seeks to enhance public transport (bus) and active travel (walking, cycling) infrastructure through delivering bus priority lanes and signals, improved bus stop facilities, the provision of shared and segregated cycling lanes, and better walking and crossing points for pedestrians. Additionally, improvements to support the highway network will also be made through junction and signal improvements, and through changes to the current road network, for instance a revision to turning movements.</p> <p>Individual schemes will directly support the phase 2 programme objectives of reducing bus journey times, increasing trips made by bus, walking and cycling, and the reduction in carbon emissions and congestion levels through encouraging modal shift from the car, whilst indirectly facilitating wider economic benefits of job creation, increase the Gross Value Added (GVA) for the City Region, and bringing forward new housing developments.</p> <p>The value for money assessment will be set out as each scheme comes forward during activity 3 (outline business case),.</p> <p>The programme supports inclusive and clean growth by improving bus, cycling and walking connections and access to employment and housing along the key strategic corridors, encouraging better health and improved air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work on individual schemes commences on activity 3 (outline business case).</p> <p>Total value of the programme - £47.5 million</p> <p>Total value of Combined Authority funding - £47.5 million</p> <p>Funding recommendation sought - £4 million</p> |
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| <p><b>Scheme</b></p> <p><b>Brownfield Housing Fund Programme</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The Brownfield Housing Fund (BHF) programme will support the development of at least 4500 new homes on brownfield sites in West Yorkshire.</p> <p>The Combined Authority received notification of the award of the Brownfield Housing Fund from Government in June 2020.</p> <p>The Combined Authority is working closely with partner councils on the continuous development of the region's Strategic Housing Sites pipeline to identify schemes which will meet the eligibility criteria and timescales of this programme.</p> <p><b><u>Impact</u></b></p> <p>The BHF programme will create more homes in the region by bringing forward more brownfield land into development through targeted investment in activities such as making former industrial land safe.</p> <p>To contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face.</p> <p>One of the high-level objectives of the Brownfield Housing Fund as set by MHCLG is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, but it will also be important to take account of the wider social, economic and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work on individual schemes commences on activity 3 and 4 (outline business case and full business case).</p> <p>Total value of the scheme - £66.779 million</p> <p>Total value of Combined Authority funding - £66.779 million</p> <p>Funding recommendation sought - £5 million</p> |
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| <p><b>Scheme</b></p> <p><b>Active and Sustainable Travel across Bradford City Centre</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme will implement a series of bus, cycle and pedestrian improvement measures to promote bus use and enable safe walking and cycling to and within Bradford City Centre. The scheme is expected improve the efficiency and reliability of bus journeys within the city centre. It will provide improvements to Jacobs Well roundabout for buses, cycles and pedestrians from Manchester Road and enhance access between Bradford Interchange and Forster Square stations.</p> <p>The package scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>It is expected that this package will reduce the use of private vehicles for trips into the city centre and encourage other ways to travel including bus use, cycling and walking. This will reduce traffic congestion, vehicle emissions, improve local air quality and help tackle air pollution, complementing the proposed Clean Air Zone in the city.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £27.1 million to £33.2 million</p> <p>Total value of Combined Authority funding - £30 million</p> <p>Funding recommendation sought - £1.67 million</p> |
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| <p><b>Scheme</b></p> <p><b>Connecting employment and skills centres in Dewsbury</b></p> <p>Kirklees</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This package will improve customer experience for passengers travelling through the redevelopment of Dewsbury bus station, transforming facilities and improving user safety and amenity. It will also provide improved pedestrian and cycling routes across the town for those accessing education and employment in Dewsbury town centre through delivering:</p> <ul style="list-style-type: none"> <li>• refurbishment of the bus station and surrounding area</li> <li>• reduced journey times for buses</li> <li>• a direct pedestrian link across Dewsbury Ring Road to provide better access to the bus station from Kirklees College.</li> <li>• Re-design of cycle facilities and junctions to improve journey reliability for bus, and improve routes for cycling and walking in the town and on the Ring Road</li> </ul> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve safety and confidence for pedestrians and cyclists accessing Dewsbury town centre.</p> <p>The scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved cycling and walking infrastructure as well as redeveloping the bus station in the town, increasing bus use and providing improvements to air quality and congestion in the town.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £18 million - £19.6 million</p> <p>Total value of Combined Authority funding - £16 million</p> <p>Funding recommendation sought - £0 million</p> |
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| <p><b>Scheme</b></p> <p><b>South Bradford Park &amp; Ride and Expressway</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme seeks to provide attractive alternatives to the private car along the A641 Manchester Road corridor and into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641, complementing the proposed Clean Air Zone.</p> <p>The scheme will provide a bus Park and Ride facility, located in south Bradford, adjacent to the M606 motorway. It will operate with dedicated bus services and provide high quality facilities. Improved bus priority through provision of a Bus Expressway – a two-way segregated busway and bus priority at key junctions along the corridor will improve journey times and reliability for all buses on the corridor.</p> <p>A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 enhancing the wider strategic cycle network across the city.</p> <p>The scheme will be complemented by a review of local planning policies related to parking supply and demand management within the city centre to support its commercial viability.</p> <p><b><u>Impact</u></b></p> <p>This package will reduce the use of private vehicles along this corridor and encourage modal shift to bus. Traffic congestion and road transport emissions along the corridor and in the city centre will be reduced supporting the proposed Clean Air Zone through reduce transport related emission and improving local air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the scheme - £26.7 million - £32.7 million</p> <p>Total value of Combined Authority funding - £20 million</p> <p>Funding recommendation sought - £1.02 million</p> |
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| <p><b>Scheme</b></p> <p><b>Network Navigation –</b></p> <p><b>West Yorkshire</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme seeks to make it easier to navigate the core bus network across West Yorkshire by improving legibility through colour coordinated flags, shelters and a clearer way finding map. This will contribute towards the target of 25% more trips made by bus by 2027. The scheme will deliver:</p> <ul style="list-style-type: none"> <li>• new LED real time screens in bus shelters and battery powered real time screens where there is limited power and communications</li> <li>• new core bus network maps, bus stop flags, coloured vinyls in shelters and road side display information;</li> <li>• package of behaviour change initiatives to encourage take up and use of sustainable modes.</li> </ul> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>Improving the legibility of the bus network will play an important part in achieving the West Yorkshire Combined Authority's ambition to create the best bus system in Europe. This programme is designed to help address the need for all residents to access and benefit from transport investments. Enhancing the accessibility and identifiability of the core and strategic bus routes which serve areas with higher levels of deprivation is one way to improve access to employment and training opportunities, making all the communities across West Yorkshire attractive places to live and work.</p> <p>Improvements to the legibility of the bus network will encourage bus use as opposed to private vehicles, reducing harmful emissions and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £15.50 million</p> <p>Total value of Combined Authority funding - TCF funding £15.20 million and LTP funding £300,000</p> <p>Funding recommendation sought - £0</p> |
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| <p><b>Scheme</b></p> <p><b>Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a new pedestrian access into Bradford Interchange to improve access to the interchange from key development sites in the city centre enhancing the experience and journey times for bus and rail users.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will encourage more public transport use through improved pedestrian access to reach employment and training and recreation, reducing emissions from private vehicles and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £15.6 million - £19.3 million</p> <p>Total value of Combined Authority funding - £13.2 million</p> <p>Funding recommendation sought - £2.69 million</p> |
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| <p><b>Scheme</b></p> <p><b>Transforming Access to Brighouse and Elland Railway Stations</b></p> <p>Calderdale</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The package is designed to improve routes for walking and cycling to and from the existing and new rail stations serving Elland and Brighouse through a series of bus, cycle and footway improvements:</p> <ul style="list-style-type: none"> <li>• Route improvements to and from Elland town centre via Eastgate and on priority pinch points and junctions from the north of Brighouse to Brighouse town centre.</li> <li>• Transform access by bike to Brighouse rail station, improving safety and legibility.</li> <li>• Provide direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station at Elland via two pedestrian/cycle bridges, improving the opportunities for active travel to the station and enable and encourage cycling and walking.</li> <li>• Improvements to Century Road, Lowfield's Industrial Park and Old Power Way for direct traffic free access to town centres.</li> </ul> <p>The package will be funded from the Transforming Cities Fund and the West Yorkshire plus Transport Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme package will encourage more sustainable ways to travel, reducing vehicle emissions and improving air quality, and improve access to employment, education and recreation in the area.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £7.4 million</p> <p>Total value of Combined Authority funding - £7.4 million</p> <p>Funding recommendation sought - £0 million</p> |
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| <p><b>Scheme</b></p> <p><b>Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)</b></p> <p>Kirklees</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This package will improve bus journey times, waiting facilities and reliability, facilitate new and higher frequency services and improve routes for pedestrians and cyclists through:</p> <ul style="list-style-type: none"> <li>• an upgraded bus hub at Heckmondwike, improving service capacity, customer experience and information provision.</li> <li>• safer and more spacious bus waiting environment will encourage more use, reduce potential anti-social behaviour and help to regenerate the district centre.</li> <li>• Bus priority schemes will also be implemented along the A638 corridor, enhancing bus reliability, together with new pathways and crossings to help all customers to access bus services.</li> </ul> <p>The scheme will also transform the continuity, safety and legibility of the cycle network through a set of cycling upgrades and new local links to Spen Valley Greenway, to maximise its usage, together with widening and lighting of the Greenway itself. This will help to create a network to support everyday journeys, making cycling a more popular choice.</p> <p><b><u>Impact</u></b></p> <p>The package will deliver new and improved bus, cycling and walking access to employment and education, reducing private vehicle emissions and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £16 million</p> <p>Total value of Combined Authority funding - £16 million</p> <p>Funding recommendation sought - £80,000</p> |
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| <p><b>Scheme</b></p> <p><b>West Bradford - Cycle Superhighway</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme will provide access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter. This will be achieved through the creation of a major cycle corridor, by providing 7km of dedicated cycleway along Thornton Road.</p> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve air quality safety and health and well-being through the provision of dedicated high-quality cycling infrastructure along Thornton Road. Through a shift to active and sustainable modes congestion will be improved. The scheme improves access to the education quarter and city centre from areas of deprivation to the west of the city.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £17.5 million</p> <p>Total value of Combined Authority funding - £17.5 million</p> <p>Funding recommendation sought - £1.25 million</p> |
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| <p><b>Scheme</b></p> <p><b>City Connect Phase 3 Canals</b></p> <p>Leeds City Region</p> <p>11<sup>th</sup> August Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme will deliver a high-quality cycle route in the Kirklees and Bradford Districts, between Huddersfield and Slaithwaite on the Huddersfield Narrow Canal and Shipley in Bradford on the Leeds and Liverpool Canal.</p> <p>Building upon previous CityConnect scheme improvements, a total of 7.3km of route improvements will be delivered by utilising the canal towpaths, as a traffic free, flat, and attractive cycling path alternative to the main roads. The new upgraded towpath will increase widths available for cyclists and pedestrians, as well as providing a durable all-weather surface that is also in keeping with the nature and historic value of the canal environment.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve and provide a comprehensive network of cycling and walking infrastructure encouraging uplift in cycling and walking trips on the routes aligning with multiple local, national and city region strategies around improving connectivity, health, well-being, road safety and air quality. In addition, the infilling of gaps, or extending, previous schemes will create a safe and attractive environment for active travel modes, reducing cyclist road traffic accidents by 20%.</p> <p>The core BCR has been calculated as 3.14, and the Value for Money (VfM) category is high.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 5 (Full Business Case with finalised costs).</p> <p>Total value of the scheme - £1.363 million</p> <p>Total value of Combined Authority funding - £1.363 million</p> <p>Funding recommendation sought - £0</p> |
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| <p><b>Scheme</b></p> <p><b>Tong Street A650 Highway</b></p> <p>Bradford</p> <p>11<sup>th</sup> August Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme will deliver highway capacity and efficiency improvements along with enhancements to pedestrian and cycle provision. The scheme will focus on a 1.5 km section of the A650 Tong Street between Knowles Lane and Westgate Hill (A651) to deliver:</p> <ul style="list-style-type: none"> <li>• Carriageway widening from 1 lane to 2 lanes in each direction to increase capacity along Tong Street, allowing general traffic (particularly commercial vehicles and buses) to get to their destinations more efficiently and improving journey time reliability;</li> <li>• Central islands with turning areas;</li> <li>• Expanded footpath to the north side to incorporate a segregated cycle route;</li> <li>• Upgrade to existing puffin crossings and signalised junctions to include shared use Toucan crossing facilities;</li> <li>• Rationalisation of side road entry points to minimise traffic turning conflicts;</li> <li>• Review of on-street parking arrangements to minimise the impact on journey times; and green infrastructure improvements.</li> </ul> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF). The scheme has an indicative approval of £20 million in the West Yorkshire Transport Fund (WY+TF). A £20.5 million bid has been made to DfT's Major Route Network (MRN) fund, which if successful will reduce the WY+TF allocation to £4 million. To ensure the scheme is not delayed, development costs of £2.53 million are requested from WY+TF, whilst a decision on MRN is awaited.</p> <p><b><u>Impact</u></b></p> <p>The scheme aims to stimulate economic growth and unlock key development sites, particularly in south east Bradford, through improving traffic flow and access.</p> <p>The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality.</p> <p>It will also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education.</p> <p>The value for money assessment reflects a very high value for money with a core BCR of 13.54 for the preferred option when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></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 - £24.49 million</p> <p>Total value of Combined Authority funding – up to £20 million</p> <p>Funding recommendation sought - £2.53 million</p> |
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| <p><b>Scheme</b></p> <p><b>A660 Headingley Hills</b></p> <p>Leeds</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme will deliver improvements to the Headingley Hills (between Orville Gardens and St Michaels Road) section of the A660 corridor in Leeds including a new 435 metre section of outbound (northbound) bus lane, the upgrade of advisory cycle lanes to dedicated facilities, for approximately 350 metres, in both directions and a controlled pedestrian crossing.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund and forms part of the Corridor Improvement Programme – Phase 2 (CIP 2).</p> <p>This scheme has no funding beyond full business case and is a reserve project in CIP Phase 2 which is also seeking approval in this report.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve journey reliability for all road users by reducing journey times and benefit pedestrians and cyclists in particular providing upgraded cycle lanes and a pedestrian crossing.</p> <p>The scheme supports inclusive growth through improving travel by enhancing the road network as well as enhancing the environment and green infrastructure, supporting better air quality, thereby supporting clean growth and climate change principles.</p> <p>The value for money for this scheme is assessed as high (benefit cost ratio 3.88) at this stage with more work to be undertaken to confirm this ahead of the next decision point.</p> <p><b><u>Decision sought</u></b></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 - £5.1 million (subject to funding)</p> <p>Total value of Combined Authority funding – £5.1 million (subject to funding)</p> <p>Funding recommendation sought - £825,807</p> |
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| <p><b>Scheme</b></p> <p><b>Enterprise Zone -<br/>Langthwaite</b></p> <p>Wakefield</p> <p>1<sup>st</sup> September<br/>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme is to be delivered as part of the Leeds City Region Enterprise Zone (EZ) Programme which has an overarching objective of “unlocking, enabling, and accelerating site development to deliver local economic growth”.</p> <p>The Langthwaite Enterprise Zone business park extension scheme is located in a site of 9.45 hectares, located next to the existing Langthwaite Business Park in South Kirkby. Working with Wakefield Council the scheme will deliver an offsite access road which will open up the site for commercial development and prepare the site for commercial development by undertaking de-risking works such as ensuring the land is safe from hazardous materials, providing road access, flood alleviation works and site infrastructure to enable the creation of development plots; approximately 11 industrial units consisting of 27,000m2 of floor space..</p> <p>The scheme will be funded through the Local Growth Fund and Getting Building Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will deliver on a disused site: an offsite access road; works to ensure the land is safe from hazardous materials; flood alleviation works and site infrastructure which will open up the site for commercial development.</p> <p>The scheme includes sustainable urban drainage systems (SUDs), contributing to environmental resilience and will provide employment and skills opportunities for residents of this area, many of which will be highly skilled.</p> <p>The scheme's value for money is high with a Benefit Cost Ratio (BCR) of over 2 anticipated.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £5.55 million</p> <p>Total value of Combined Authority funding - £5.55 million</p> <p>Funding recommendation sought - £1.26 million</p> |
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| <p><b>Scheme</b></p> <p><b>A61 North</b></p> <p>Leeds</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>The scheme consists of a series of improvements to bus prioritisation and complementary walking and cycling measures on the A61 in Leeds. This includes the extension of bus lanes, the reallocation of road space to provide shared bus/cycle lanes and key junction improvements.</p> <p>To address the issues identified on the corridor, a scheme comprising of five small scale junction improvements has been developed along the corridor's length:</p> <ul style="list-style-type: none"> <li>• Package 1: Harrogate Road / The Avenue (Harewood junction);</li> <li>• Package 2: Harrogate Road/Wigton Lane/Alwoodley Lane;</li> <li>• Package 3: Moortown Corner (Harrogate Road between junctions with Shadwell Lane and Street Lane;</li> <li>• Package 4: Harrogate Road / King Lane Stainbeck Road</li> <li>• Package 5: Harrogate Road / Potternewton Lane / Chapeltown Road / Harehills Lane.</li> </ul> <p>The scheme supports Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>It is funded by the Leeds Public Transport Investment Programme (LPTIP).</p> <p><b><u>Impact</u></b></p> <p>By encouraging increased bus use, cycling and walking, the scheme will support inclusive and clean growth through the reduction in private vehicle emissions and provide increased access to employment, education and training opportunities.</p> <p>The scheme shows a benefit cost ratio (BCR) of 5.5 which represents 'Very High' value for money. The scheme's wider social benefits include providing better accessibility to jobs and services for local communities, particularly lower income groups in north Leeds and helping to improve air quality on this key transport corridor.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case plus finalised costs).</p> <p>Total value of the scheme - £4.412 million</p> <p>Total value of Combined Authority funding - £4.412 million</p> <p>Funding recommendation sought - £1.01 million</p> |
|---|---|

6.9 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.

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

6.11 Since the Combined Authority's meeting on 27 July 2020, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee. The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have will have been made by Investment Committee on the 1 September 2020. Please see paragraph 1.3 which also applies to these recommendations. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

|  |   |
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| <p><b>Scheme</b></p> <p><b>Halifax, Walking Cycling and Bus Transformation Package - Halifax Bus Station</b></p> <p>Calderdale</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a redeveloped Halifax bus station at the existing location, located north of Halifax town centre.</p> <p>The scheme is to be funded through the Transforming Cities Fund (TCF) with a contribution from the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The scheme will deliver a modern, fit for purpose and environmentally friendly bus station through a new fully enclosed concourse, enhanced access for pedestrians and cyclists, real time information, cycle parking and energy efficient provisions.</p> <p>The Halifax Bus Station scheme is to be delivered through the 'Halifax Walking, Cycling, and Bus Transformation Package' of the TCF programme.</p> <p><b><u>Impact</u></b></p> <p>The scheme delivery will support inclusive growth by delivering a modern bus station, enhancing public safety and user experience, and improving travel by bus, rail, walking and cycling to employment, education, housing and retail, reducing private vehicle use and improving air quality.</p> <p>The value for money assessment reflects a core Benefit Cost Ratio (BCR) of 3.52:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £15.805 million</p> <p>Total value of Combined Authority funding - £15.805 million</p> <p>Funding recommendation sought - £1.21 million</p> |
|--|---|

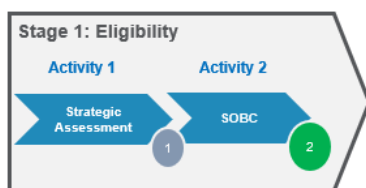
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| <p><b>Scheme</b></p> <p><b>Real Time Bus Information</b></p> <p>Leeds City Region</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p> | <p><b><u>Scheme description</u></b></p> <p>This scheme relates to the Real Time Information (RTI) system for buses in Yorkshire and will:</p> <ul style="list-style-type: none"> <li>• Upgrade and enhance existing real time bus information systems; and</li> <li>• Update and improve data checking systems critical for the reliable delivery of the RTI system</li> </ul> <p><b><u>Impact</u></b></p> <p>This scheme will deliver enhancements and efficiencies to an established ICT system which enables transport services.</p> <p>The scheme will improve the existing RTI system thereby increasing bus use and reducing individual vehicle emissions, improving air quality and help access to employment and education.</p> <p>The scheme represents good value for money at this stage.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £360,000</p> <p>Total value of Combined Authority funding - £360,000</p> <p>Funding recommendation sought - £360,000</p> |
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## 7 Information

- 7.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**.
- 7.2 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.
- 7.3 All the schemes set out in this report have been, or will have been, considered by the Investment Committee on 11 August or 1 September 2020.



## Projects in stage 1: Eligibility



- 7.4 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

|                       |   |
|-----------------------|---|
| <b>Project Title</b>  | <b>TCF: Dewsbury–Batley–Tingley Sustainable Travel Corridor</b> |
| <b>Stage</b>          | 1 (eligibility)   |
| <b>Decision Point</b> | 2 (strategic outline case)                                      |

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

## Background

- 7.5 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.
- 7.6 The Dewsbury-Batley-Tingley Corridor scheme runs through the centre of the 'North Kirklees Growth Zone' (NKGZ) providing connectivity between North Kirklees and Leeds. The NKGZ has been identified as a Strategic Economic Plan Spatial Priority area, which includes significant housing and employment sites and presents an opportunity to promote sustainable transport options in the catchments. However, the corridor currently faces various transport

challenges; including an unreliable bus offer, poor access to bus stops and lack of cycling infrastructure.

- 7.7 Through the scheme, bus priority measures will be introduced to improve reliability and customer experience, encouraging modal shift and new user choice to the bus. Accessibility to bus stops will also be enhanced through improved footways and crossing infrastructure, which will also promote more local journeys by walking.
- 7.8 Enhancements to the bus offer will be complemented by a range of improvements to the cycle network, including cycle lane provision and junction modifications to prioritise cyclists and pedestrians. Reconfiguration of the B6124/ A653 Junction will be key to provide capacity and safety for active mode trips between Chidswell, Batley, Leeds and local housing sites.
- 7.9 Improvements to both the bus and sustainable transport infrastructure will also facilitate the delivery of local housing and employment developments as part of the NKGZ, whilst providing better connectivity to education and employment opportunities across the wider City Region.

### **Clean Growth / Climate Change Implications**

- 7.10 This package aims to reduce the use of private vehicles along this corridor and encourage other active modes of transport including cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.11 By encouraging increased uptake of sustainable travel modes, including bus use, walking and cycling, the scheme will reduce transport related emissions along the corridor, improve local air quality and help tackle the national challenge of air pollution.
- 7.12 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.13 The scheme outputs and benefits include:
- Improved safety of bus stop users along the corridor – through new or upgraded crossing facilities in the vicinity of bus stops and improved pedestrian environment and bus stop access
  - Improved bus reliability and journey times – through bus priority in the form of bus stop clearways, restricted parking, signal priority and relocated bus stops
  - Reduced vehicle emissions – through mode transfer to bus, cycle and walking from car

- Improved safety of pedestrians and cyclists along the corridor – through new cycle lanes and widening of the existing footway on Bradford Road and Soothill Lane
- Uptake in employment and training by residents from deprived communities – through easier access and expanded catchments to education and employment opportunities in North Kirklees and across the wider City Region, including Kirklees College and Chidswell
- Increased productivity and inclusive economic growth – through improved developer and business confidence to invest

## **Risks**

7.14 The scheme risks include:

- Potential disruption to the road network during the construction period – mitigated through public consultation at early stages and throughout the process as well as measures to minimise disruption where possible.
- Stakeholders/public may object to proposals given removal and relocation of parking spaces to accommodate cycle lanes, which could delay the delivery timescale of the scheme – mitigated through public consultation at early stages and throughout the process, as well as communications on wider parking strategy.
- Potential dependencies with the Mirfield-Dewsbury-Leeds West Yorkshire plus Transport Fund scheme – mitigated by early engagement and close working with the transport fund team and appointed consultancy.

## **Costs**

7.15 The scheme costs are:

- Development costs of £149,253 were approved by the Investment Committee on the 13 May 2020 in order to progress the project to decision point 3.
- The total cost for the preferred way forward for this package is £6 million. The package has no funding allocation in the TCF Low Cost Scenario but £6 million is included in the high scenario.

## Assurance Pathway and Approval Route

| Assurance pathway         | Approval route  | Forecast approval date |
|---------------------------|---|------------------------|
| 3 (outline business case) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 03/02/2021             |
| 4 (full business case)    | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 25/06/2021             |

## Other Key Timescales

- 7.16 The forecast completion date for this package is 30 September 2022.

## Assurance Tolerances

| Assurance tolerances   |
|--|
| <ul style="list-style-type: none"><li>That Combined Authority costs remain within 10% of those outlined in this report.</li><li>That the timeframes remain within 6 months of those outlined in this report.</li></ul> |

## Project Responsibilities

|                                 |                                    |
|---------------------------------|------------------------------------|
| Senior Responsible Officer      | Angela Blake, Kirklees Council     |
| Project Manager                 | Keith Bloomfield, Kirklees Council |
| Combined Authority case officer | Ian McNichol                       |

## Appraisal Summary

- 7.17 The package has a strong strategic fit in terms of its alignment with national, local and regional strategies/policies, including Strategic Economic Plan Strategic Priorities and TCF objectives. The issues, challenges and opportunities on the Batley-Chidswell-Tingley corridor are clearly set out. Objectives are set out broadly in SMART format. Some further work is required to refine future objectives; including the provision of numerical targets and ensuring greater specificity to allow appraisal of achievability.
- 7.18 This package has no funding allocation in the TCF Low Scenario, however, is included in the TCF High scenario. Based on the current costs and previous appraisal (for the TCF bid to the DfT), the scheme does not appear to offer value for money, however the Economic Case sets out the areas of the scheme which have not yet been appraised. A full review and additional appraisal will take place at the next assurance stage and it is fully expected to show significantly

higher benefits and a higher value for money case. Further work is required to quantify wider benefits (e.g. productivity, air quality, social inclusion) and costings, including a breakdown for the discrete package elements.

## **Recommendations**

7.19 The Combined Authority approves that:

- (i) The Dewsbury–Batley–Tingley Sustainable Travel Corridor package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) That an indicative approval to the total project value of £6 million is granted from the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |                             |
|-----------------------|-----------------------------|
| <b>Project Title</b>  | <b>CIP Phase 2 Delivery</b> |
| <b>Stage</b>          | 1 (eligibility)             |
| <b>Decision Point</b> | 2 (strategic outline case)  |

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

## Background

- 7.20 The Corridor Improvement Programme (CIP) will deliver a series of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.
- 7.21 The Combined Authority on 29 June 2017 endorsed an allocation of £125 million from the West Yorkshire plus Transport Fund (WY+TF) to deliver the CIP programme, granting indicative approval to £67.8 million to deliver phase 1.
- 7.22 As scheme designs developed and details of cost estimates became more robust, the phase 1 allocation was increased to £77 million through the WY+TF annual review. The revised CIP programme funding split is as follows:
- £77 million Phase 1 programme
  - £650,000 Phase 2 feasibility (approved following Strategic Assessment in December 2020)
  - £47.350 million Phase 2 delivery
- 7.23 Feasibility and development for phase 2 of the programme has been completed. This comprised of an options exercise to develop a programme of transport corridor schemes (preferred way forward) that are considered affordable, deliverable, and could represent optimal value for money in the realisation of economic and social benefits. Regarding this, as well as the ability to support ambitions of the Leeds City Region Strategic Economic Plan 2016-36, a refresh of the CIP programme objectives was undertaken placing priority on achieving economic growth through adopting principles of Clean Growth and Inclusive Growth. Engagement workshops with partner councils were also held.

7.24 The feasibility stage identified a core list of five schemes for delivery in phase 2:

- Leeds, A58 Roundhay Road - extends from the junction at Barrack Road/Roundhay Road to approximately 650 metres north of the fort at Harehills Lane/Roundhay Road.
- Wakefield; A638 Doncaster Road and A639 Park Road.
- Kirklees, A629 - Fenay Lane/Waterloo junction to the Huddersfield corridor.
- Calderdale, A629 North - Orange Street roundabout to Ogden corridor.
- Bradford, A6177 – along the A6177 and Cutler Heights/Dick Lane corridor.

7.25 The proposed interventions across the schemes include enhancing public transport (bus) and active travel (walking, cycling) infrastructure through delivering bus priority lanes and signals, improved bus stop facilities, the provision of shared and segregated cycling lanes, and better walking and crossing points for pedestrians. Improvements to support the highway network along the key strategic corridors will also be made through junction and signal improvements, and through changes to the current road network (e.g. introduction of one-way roads). These interventions will deliver the scheme objectives of reducing bus journey times, increasing trips made by bus, walking and cycling, and the reduction in carbon emissions whilst indirectly facilitating wider economic benefits of job creation, and bringing forward new housing developments.

7.26 Three additional schemes from the reserve list have been allocated development costs only and are to be worked up in parallel to the core list schemes. The reserve list schemes are:

- Leeds, A61 North Scott Hall Road – This element focuses on the western arm of the corridor whilst the A61N LPTIP scheme also brought forward will deliver works to the eastern arm of the corridor.
- Leeds, A660 Headingley Hill – Brought forward at outline business case with approval to be sought in a separate paper
- Wakefield, A639 Park Road

7.27 The programme accepts that delivery of all three reserve list schemes is currently not affordable, but could be, should additional funding bids for other sources of funding be successful.

7.28 The CIP phase 2 delivery programme comes forward at decision point 2 (strategic outline case) seeking an indicative approval to a total programme cost of £47.35 million.

- 7.29 Three priority schemes for Leeds were identified in the development of CIP phase 2 and are now entering the CIP programme as they meet the priorities of CIP Phase 2. The A58 Roundhay Road scheme has been identified as a core list scheme with the A61 North Scott Hall Road and A660 Headingley Hill schemes put on the reserve list.
- 7.30 Elements of the work along the A660 and A61 North corridors have been delivered through the LPTIP programme or continue to be developed as part of LPTIP, while other elements will be developed under the CIP programme, as outlined in the priority and reserve lists.
- 7.31 The A58 and A660 schemes have come forward at outline business case (decision point 3) so approval development costs from the WY+TF will be dealt with through their respective business cases.

### **Clean Growth / Climate Change Implications**

- 7.32 The programme has identified a set of schemes to deliver improved public transport (bus) and active travel (walking and cycling) infrastructure that will encourage reduction in car use, reducing congestion levels and a move to a more sustainable, low carbon transport system. This will reduce levels of harmful vehicle emissions, improving air quality. Individual schemes will set out the impact on clean growth/climate change when they come forward for approval.

### **Outputs, Benefits, and Inclusive Growth Implications**

- 7.33 The programme seeks to:
- Enable improved business growth and productivity
  - Enable inclusive growth
  - Support clean growth
  - Deliver infrastructure for growth
- 7.34 The programme outputs and benefits include:
- 12% reduction in journey times for buses (8% for all modes)
  - Support the Combined Authority objective for 25% more bus trips by 2027
  - Support the Combined Authority objective for 10% more walking trips by 2027
  - Support the Combined Authority objective for 300% more cycle trips by 2027



- 10% increase by 2027 in the number of West Yorkshire households within 30 minutes access to social value opportunities such as jobs and education via non-car modes.
- Enhanced public realm and green and blue infrastructure (tree planting, flood resilience).
- Improved air quality by reducing Nitrogen Dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>), particularly in Air Quality Management Areas, and to reduce carbon emissions (CO<sub>2</sub>) by 10%.

## **Risks**

7.35 The programme risks include:

- Scheme construction costs vary significantly from the initial cost estimates presented. Mitigation: given the cost estimates have been based on high level design estimates, a suitable allowance for risk and contingency has been profiled in with schemes to be developed to budget at outline business case.
- Delays in obtaining planning permissions / statutory approvals delaying the programme and incurring additional costs. Mitigation: a scope out of the extent of planning work required to determine the level of support needed to be undertaken at outline business case.
- Public acceptability risk with objections resulting in requirement to halt delivery or revise scope, incurring delay and additional costs. Mitigation: public consultation to be undertaken during the development of outline business cases with feedback to be incorporated into the outline designs.
- Impact of Covid19 resulting in staff resource shortage or the requirement to divert attention to delivery of core services. Mitigation: the programme will ensure robust contingency arrangements are in place within project teams at consultant and client level to mitigate impacts.
- Delay to bus services during the construction period causing a drop in users. Mitigation: close liaison with network managers and bus operators to keep delays to a minimum.

## **Costs**

7.36 The programme costs are:

- The total CIP phase 2 delivery programme cost is £47.350 million to be wholly funded from the £125 million WY+TF allocation to the CIP programme. This includes £77 million towards delivery of phase 1 and £650,000 to support phase 2 feasibility works.

- The total scheme cost estimate of the five core list schemes is £39.9 million, with a suitable allowance for contingency set aside to support programme resilience and/or to put towards delivery of further schemes should favourable funding outcomes be realised from Leeds' Major Route Network (MRN) and Local Pinch Point (LPP) funding applications to the Department for Transport. Should these funding bids be successful, CIP phase 2 funding will return to the programme to support schemes on the reserve list.
- Approval of £3 million development costs are sought from the WY+TF to progress the CIP phase 2 schemes of Kirklees, Calderdale, Bradford, and Wakefield (A638 and A639 schemes) to outline business case (decision point 3).
- Development costs from the WY+TF for the Leeds A58 and A660 schemes will be dealt with through their respective business cases that have come forward at outline business case. For the A61N Scott Hall road scheme, this will be dealt with through a change request to be submitted in Autumn 2020.
- The Combined Authority to enter into a funding agreement with:
  - Kirklees Council for expenditure up to £600,000 from the WY+TF
  - Calderdale Council for expenditure up to £600,000 from the WY+TF
  - Bradford Council for expenditure up to £670,000 from the WY+TF
  - Wakefield Council for expenditure up to £1.13 million from the WY+TF
- Approval of a further £1 million from the WY+TF is also sought to support programme resilience and contingency during activity 3, with the programme board to facilitate requests to access this funding.

### Assurance Pathway and Approval Route

| Assurance pathway          | Approval route   | Forecast approval date |
|----------------------------|--|------------------------|
| 1 (strategic assessment)   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Director of Delivery | 13/12/2019             |
| 2 (strategic outline case) | Recommendation: Investment Committee<br>Decision: Combined Authority   | 04/09/2020             |

|                           |   |            |
|---------------------------|---|------------|
| 3 (outline business case) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 21/10/2021 |
|---------------------------|---|------------|

### Other Key Timescales

- 7.37 The CIP phase 2 core list schemes of Kirklees, Calderdale, Bradford, and Wakefield are forecast to commence construction in 2022/2023 with completion by 2024.
- 7.38 The CIP phase 2 core list Leeds scheme (A58 Roundhay Road) as well as the reserve list schemes subject to funding outcomes (A61 North Scott Hall Road, A660 Headingley Hill) are forecast to commence construction by 2022 with completion by 2023/2024.

### Assurance Tolerances

| Assurance tolerances   |
|--|
| That scheme costs remain within 20% of the costs set out in this report.<br>That the programme remains within 6 months of timescales set out in this report. |

### Project Responsibilities

|                                 |                                   |
|---------------------------------|-----------------------------------|
| Senior Responsible Officer      | Andrew Norman, Combined Authority |
| Programme Manager               | James Bennett, Combined Authority |
| Combined Authority case officer | Asif Abed                         |

### Appraisal Summary

- 7.39 It is recognised that the CIP phase 2 delivery programme is the outcome of significant evaluation, assessment and prioritisation undertaken during the feasibility stage. Appraisal is satisfied with the steps taken to develop the programme, with the promoter suitably setting out the evidence base to support optioneering and engagement had with partner councils, leading to the identification of a core list of schemes (preferred way forward) which appear to propose interventions, benefits and outcomes that align to the strategic drivers of local transport policies, the principles of Clean Growth and Inclusive Growth, and to the delivery of the overarching CIP programme objectives.
- 7.40 It will be expected that development of the scheme designs and identification of the preferred option at outline business case (activity 3) maintain alignment to transport policies and principles of Clean Growth and Inclusive Growth, more so now recognising and embedding learning from the recent Covid-19 pandemic and impact on travel behaviour.

- 7.41 In terms of programme management, appraisal has advised the promoter to ensure lessons learned in the management of costs and risks from CIP phase 1 are adhered to and appropriately governed by the programme board.
- 7.42 It is understood the programme seeks to extend the services of the current consultant partner to provide outline business case development support to the four partner councils, excluding Leeds, who will continue as per the LPTIP arrangement. This should help maintain a level of consistency in the development of scheme designs, costs, and in the economic case modelling and appraisal to inform the value for money assessment.

### **Recommendations**

- 7.43 The Investment Committee recommends to the Combined Authority that:
- i. The CIP Phase 2 Programme proceeds through decision point 2 (strategic outline case) and work commences on individual schemes to activity 3 (outline business case).
  - ii. An indicative approval to the total programme value of £47.35 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - iii. Approval to development costs of £4 million from the West Yorkshire plus Transport Fund of which £3 million to fund business case development costs in order to progress schemes within CIP Phase 2 to decision point 3 (outline business case) and £1 million to be allocated to support programme resilience and contingency.
  - iv. The Combined Authority enters into a funding agreement with: Kirklees council for expenditure up to £600,000; Calderdale council for expenditure up to £600,000; Bradford council for expenditure up to £670,000; Wakefield council for expenditure up to £1.13 million; all from the West Yorkshire plus Transport Fund
  - v. Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>Brownfield Housing Fund Programme</b> |
| <b>Stage</b>          | 1 (eligibility)                          |
| <b>Decision Point</b> | 2 (strategic outline case)               |

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

## Background

- 7.44 This scheme is funded through the Brownfield Housing Fund, a direct allocation from the Ministry of Housing, Communities and Local Government (MHCLG) to the West Yorkshire Combined Authority as an emergent Mayoral Combined Authority.
- 7.45 The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025.
- 7.46 The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 7.47 The Combined Authority is working closely with partner councils on the continuous development of the region's Strategic Housing Sites pipeline to identify schemes which will meet the eligibility criteria and timescales of this programme. Sites across the pipeline are at different stages in development and while they may be suitable for the BHF programme they require further development work to build business cases.
- 7.48 The Combined Authority received notification of the award of the Brownfield Housing Fund from Government in June 2020. This strategic outline case is seeking indicative approval for the full programme value, and approval for £5 million for development costs, in order that work may start straight away on bringing individual schemes through for approval to enable houses to start on site by March 2025.
- 7.49 The programme will aim to address each priority within the Leeds City Region Strategic Economic Plan, and particularly addresses Priority Area 4 – Infrastructure for Growth. The programme will be managed by the Combined

Authority in partnership with each West Yorkshire partner councils and secure specialist input/partnerships as required according to business need.

- 7.50 One of the high-level objectives of the Brownfield Housing Fund as set by MHCLG is that all projects much represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, but it will also be important to take account of the wider social, economic and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.

### **Clean Growth / Climate Change Implications**

- 7.51 While at an early stage of development, projects that can demonstrate a positive contribution to the region's net-zero carbon objectives, while still being able to demonstrate value for money, will be encouraged.
- 7.52 Further work to establish the climate change implications of the programme will be undertaken as individual schemes progress through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.53 The high-level objectives of the Brownfield Housing Fund as set by MHCLG are:
- To spend the £66.779 million allocation to support the development of at least 4,500 new homes in Brownfield sites in the region
  - To meet the spend profile outlined in this report for the fund (funding will be released on an annual basis according to progress made)
  - To ensure that the homes supported via the fund will start on site by 31/03/2025
  - All projects much represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1.
  - The fund must be used to bring forward sites on brownfield land that has evidenced market failure and Mayoral Combined Authorities should seek to prioritise projects with the highest additionality (definition of additionality still being sought)
  - Councils must have an up to date Local Plan in place, or an agreed plan with MHCLG for getting a Local Plan in place
  - To contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face.

## Risks

7.54 The main scheme risks include:

- Insufficient viable schemes being ready to deliver in required timescales. Mitigation: work taking place between the Combined Authority and Partner Councils, including plans for specialist support e.g. master planning, delivery partners and site investigations, on the strategic housing pipeline to bring forward sites in time.
- Allocated programme budget not being sufficient to deliver the required 4500 homes. Mitigation: close work with the MCHLG in relation to the funding agreement together with transparent assessment of each individual business case as they come through the assurance process.

## Costs

7.55 At this decision point 2 (strategic outline case) the programme costs are:

- indicative approval for the programme as a whole, £66.779 million, is sought from the Brownfield Housing Fund; and
- approval for £5 million from the Brownfield Housing Fund is sought to develop and manage the programme and design and develop individual schemes to their next decision point 3 (outline business case) or 4 (full business case). The development costs include activities such as partner council capacity, legal, master planning and acquisitions.

7.56 The Brownfield Housing Programme is separate from the revenue housing pipeline development funding of £3.2 million secured as part of the West Yorkshire devolution deal.

## Assurance Pathway and Approval Route

7.57 For the Programme:

| Assurance pathway          | Approval route   | Forecast approval date |
|----------------------------|--|------------------------|
| 2 (strategic outline case) | Recommendation: Investment Committee<br>Decision: Combined Authority   | 04/09/2020             |
| 6 (delivery)               | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Director of Delivery | 31/03/2025             |
| 7 (review and close)       | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Director of Delivery | 31/03/2026             |

- 7.58 NB Each individual scheme will come through the assurance process at either outline business case (decision point 3) or full business case (decision point 4). Delegated authority is sought from this SOC from the Combined Authority to Investment Committee to approve individual schemes at their next decision point.

### **Other Key Timescales**

- 7.59 The programme is forecast to complete by March 2025. Each scheme will need to have secured full business case with finalised costs (decision point 5) in time for this end date for housing to start on site by March 2025.

### **Assurance Tolerances**

| <b>Assurance tolerances</b>  |
|--|
| That Combined Authority costs remain within 0% of those outlined in this report.<br>That the timeframes remain within those outlined in this report. |

### **Project Responsibilities**

|  |  |
|--|--|
| <b>Senior Responsible Officer</b>      | Kate Thompson, Combined Authority                    |
| <b>Project Manager</b>                 | Patricia Davey/Rebecca Greenwood, Combined Authority |
| <b>Combined Authority case officer</b> | Mary Innes / Ian McNichol                            |

### **Appraisal Summary**

- 7.60 This scheme is a good strategic fit with the aims of the Leeds City Region and local policies and priorities.
- 7.61 There is significant work required in order to bring viable schemes through for approval. The Combined Authority's delivery team is working closely with the policy and strategy team and partner councils to bring schemes forward, supported by the requested development funding being sought for approval at this stage.
- 7.62 Further development will be undertaken as schemes come through the assurance framework in relation to economic and financial cases and each scheme is required to have a benefit cost ratio of at least 1.
- 7.63 The scheme will be managed by the Combined Authority's delivery team in close partnership with the policy and strategy team and partner councils and will commission specialist consultants/partners as required.



## **Recommendations**

7.64 The Investment Committee recommends to the Combined Authority that:

- (i) The Brownfield Housing Fund programme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) and activity 4 (full business case) for individual schemes coming through the programme.
- (ii) An indicative approval to the total scheme value of £66.779 million is given from the Brownfield Housing Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £5 million from the Brownfield Housing Fund are approved in order to develop and manage the programme and design and develop individual schemes to the next decision point.
- (iv) Delegation of allocation of development costs and to enter into funding and legal agreements with Bradford, Kirklees, Wakefield, Calderdale and Leeds Councils and associated development activity as outlined in this report to a total combined value of £5 million from the Brownfield Housing Fund, is given to the Combined Authority's Director of Delivery to enable programme development and individual projects to progress to the next decision point.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at the next decision point through delegation to the Investment Committee and at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>Active and Sustainable Travel across Bradford City Centre</b> |
| <b>Stage</b>          | 1 (eligibility)  |
| <b>Decision Point</b> | 2 (strategic outline case)                                       |

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

## Background

- 7.65 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.
- 7.66 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.67 The scheme package aims to promote and enable safe walking and cycling as well as improve efficiency and reliability of bus journey within Bradford's city centre. The scheme also seeks to improve connections between Bradford Interchange and Bradford Forster Square stations. The scheme will enhance walking and cycling accessibility to key areas of employment, retail, leisure & tourism, and educational activities. Contributing to an environment in the city centre which promotes a high-quality city centre for living, working and recreation. The scheme package will transform Bradford's infrastructure to support a thriving and growing economy. The scheme package will also support the longer-term opportunities provided by Bradford Interchange Gateway Development Plan (BIGDP) and Northern Powerhouse Rail (NPR).

- 7.68 At activity 2 (strategic outline case), the business case presents a series of interventions that can be delivered to address the transport challenges identified, which include a lack of investment in infrastructure, a city centre dominated by traffic passing through, congestion impacting on bus reliability, poor air quality, poor legibility and journey times for pedestrians and cyclists along with issues with road safety. Through the scheme package a range of interventions are to be introduced across Bradford city centre, including reconfiguration of road space, enhancements to pedestrian and cycling routes, remodelling of key junctions (including Jacobs Well Roundabout) and improvements for buses as well as providing enhanced connectivity between the two rail stations in the city. These measures will give priority to pedestrians, cyclists and buses making the roads safer encouraging more cycling and walking.

### **Clean Growth / Climate Change Implications**

- 7.69 This package will reduce the use of private vehicles for trips into the city centre and encourage other ways to travel including bus use, cycling and walking. This will reduce traffic congestion, vehicle emissions, improve local air quality and help tackle air pollution.
- 7.70 Further details on quantifying the climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.71 The scheme outputs and benefits include:
- Remodelling of the Jacobs Well roundabout to improve conditions for buses, pedestrians and cyclists.
  - improved connectivity between Bradford Interchange and Forster Square stations.
  - A range of enhancements for pedestrians and cyclists across the city centre providing a comprehensive and legible network
  - Reduced vehicular traffic to and through the city centre, leading to less congestion and resulting in improved journey times.
  - Reduced carbon dioxide emissions from car travel into and through the city centre and improved air quality.
  - Improved wellbeing – health benefits from encouraging uptake of cycling and walking.
  - Supporting the economic recovery in Bradford City Centre, linking key development sites in the city, which will also provide increased employment opportunities. Increased business confidence through an increase in footfall and business rates.
  - Improved attractiveness of the area by creating a pleasant environment - open, green spaces and improved connections into Bradford City Centre by bus and train and for cyclists and pedestrians.

## **Risks**

7.72 The scheme risks include:

- The impact of Covid-19 is uncertain and may cause delays to the scheme package programme approvals timeline or result in a lack of resources for delivery. This will be mitigated by effective resourcing planning and robust project management. Early engagement with the market and a robust procurement strategy will also be in place.
- Lack of support from transport operators, particularly bus companies as the routes and patronage may be affected. This will be mitigated by early and close partnership working, stakeholder management and an effective communications plan.
- Delays due to complexities around the acquisition of land rights and consents. This will be mitigated by identifying adjacent landowners and ensuring early engagement as well as ensuring a robust selection of contractors and specialists are available to assist with consultation and negotiations.
- The schedule of the scheme package delivery may exceed the funding constraints if the scheme is not delivered by March 2023. This risk will be mitigated by developing a robust appraisal and design approach and selection of competent contractor and sound project management.

## **Costs**

7.73 The scheme package costs are:

- Development costs of £485,000 have been approved to date for this scheme a further £1.67 million is requested for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million
- An indicative approval to the Combined Authority funding of £30 million is sought from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has a TCF funding allocation of £30 million in all three scenarios.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

## Assurance Pathway and Approval Route

| Assurance pathway                        | Approval route  | Forecast approval date |
|--|---|------------------------|
| 3 (outline business case)                | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/06/2021             |
| 4 (full business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 30/09/2020             |
| 5 (full business case + finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | January 2021           |

## Other Key Timescales

7.74 The forecast completion date for this package scheme is 31 March 2023.

## Assurance Tolerances

| Assurance tolerances   |
|--|
| <ul style="list-style-type: none"><li>• That Combined Authority costs remain within 10% of those outlined in this report.</li><li>• That the timeframes remain within 6 months of those outlined in this report.</li></ul> |

## Project Responsibilities

|                                 |                                  |
|---------------------------------|----------------------------------|
| Senior Responsible Officer      | Julian Jackson, Bradford Council |
| Project Manager                 | Richard Gelder, Bradford Council |
| Combined Authority case officer | Ian McNichol                     |

## Appraisal Summary

7.75 The Strategic Outline Case presents a strong strategic fit with the objectives of the LCR Strategic Economic Plan and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## **Recommendations**

7.76 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Travel in Bradford City Centre package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value up to £30 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £1.67 million is recommended for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million.
- (iv) Enter into an amended funding agreement with Bradford Council for development costs of £1.67 million from Transforming Cities Fund, taking the total project approval to £2.15 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |   |
|-----------------------|---|
| <b>Project Title</b>  | <b>Connecting employment and skills centres in Dewsbury</b> |
| <b>Stage</b>          | 1 (eligibility)   |
| <b>Decision Point</b> | 2 (strategic outline case)                                  |

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

## Background

- 7.77 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.
- 7.78 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.79 The Connecting employment and skills centres in Dewsbury package objectives are to provide an enhanced customer experience for passengers travelling through Dewsbury bus station, increasing bus use and improving access to education and employment centres by transforming facilities and improving user safety. Connections across the wider public transport and walking and cycling networks will be improved and increased uptake of public transport, walking and cycling will be encouraged while reducing reliance on the private vehicle.
- 7.80 The package is comprised of two distinct projects that will come forward for delivery, Dewsbury Bus Station redevelopment, and Dewsbury Town Centre Walking and Cycling Improvements.

- 7.81 The package will contribute towards Kirklees Council's Dewsbury Town Centre regeneration plans including improving business confidence and enhance the attractiveness of the area for those travelling to work, education and recreation. The standard of provision and safety for bus users, pedestrians and cyclists will be improved, improving journey quality.
- 7.82 The package will also improve air quality and reduce carbon emissions in Dewsbury Town Centre. New public transport, walking and cycling facilities will transform the sustainable transport offer in Dewsbury enabling a greater use of bus, cycling and walking for every day journeys, reducing car use and improving accessibility for those without access to a car.
- 7.83 The scheme also supports Dewsbury's status at the heart of the North Kirklees Growth Zone (NKGZ), a Spatial Priority area for Housing Growth in the Leeds City Region Strategic Economic Plan, set to deliver 5,000 new homes around Dewsbury. The existing transport provision's inadequacies, including poor connections between different forms of travel and accessibility, also risk eroding the ability for the new homes in the Local Plan to be released.

#### **Clean Growth / Climate Change Implications**

- 7.84 This package will reduce the use of private vehicles in the town centre and encourage cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.85 By encouraging increased uptake of bus use, walking and cycling, the scheme will reduce transport related emissions, improve local air quality.
- 7.86 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

#### **Outputs, Benefits and Inclusive Growth Implications**

- 7.87 The scheme outputs and benefits include:
- Increased uptake in cycling and walking for accessing Dewsbury town centre, railway and bus stations.
  - Increase in number of bus passengers across Dewsbury
  - Improved bus user satisfaction and accompanying decrease in incidents and perception of anti-social behaviour at the bus station
  - Improved journey times and journey quality, as well as overall travel experience
  - Increase in the percentage of adults walking/cycling three times a week or more
  - Increased safety for cyclists and pedestrians and reduction in casualties



- Improved confidence for investment experienced by developers and local businesses
- Inclusive growth in employment, education, and access to opportunities for those from deprived areas thus leading to an improved Index of Multiple Deprivation.
- Reduction in private vehicle use
- Improved air quality and reduced greenhouse emissions

## **Risks**

7.88 The scheme risks include:

- The current Covid-19 pandemic may cause delays to the delivery of the scheme such as inability to conduct site visits and public consultation. This also creates a risk of the scheme being unable to be delivered before the funding deadline of March 2023 – to be mitigated by maximising opportunities to bring forward key activities not impacted by Covid-19 restrictions as well as utilise innovative approaches to key stakeholder and public engagement.
- Issues relating to land acquisition and gaining planning permission is a key risk as a small number of third-party land plots are required to deliver the scheme – to be mitigated by early dialogue with landowners and considering running the Compulsory Purchase Order process in parallel. Early scoping of planning and environmental issues will also take place.
- Public and stakeholder objections to the scheme proposals and lack of buy-in from key stakeholders also presents a risk to the project – to be mitigated by clearly communicating the scheme objectives and benefits to the public and stakeholders as part of engagement. Consultations will also be held on a wider parking strategy in advance of statutory processes.
- Cost increases of the package is another key risk – to be mitigated by value engineering prioritising scheme elements that best meet objectives to ensure that outturn costs meet targets across the scheme and programme as a whole.

## **Costs**

7.89 The scheme costs are:

- Development costs of £275,000 were approved by the Combined Authority on 25 June 2020 in order to progress the Dewsbury Bus Station project to decision point 3 (outline business case)
- Development costs of £366,778 were approved by the Combined Authority on 25 June 2020 in order to progress the Dewsbury Town

Centre Cycling and Walking Improvements project to decision point 3 (outline business case)

- An indicative approval to the Combined Authority funding of £16 million is sought from the Transforming Cities Fund with approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has a TCF funding allocation of £12 million in the Low Scenario, £14.5 million in the Core Scenario and £16 million in the High Scenario.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

### Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/04/2021             |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 13/08/2021             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 04/02/2022             |

### Other Key Timescales

- 7.90 The forecast completion date for this package is March 2023
- 7.91 The package will split into two projects for outline business case. Dewsbury Bus Station will form one project and Dewsbury Town Centre Cycling and Walking Improvements. The milestones for each of these projects are currently aligned but this will be reviewed and refined throughout the development of the Outline Business Cases.

### Assurance Tolerances

| Assurance tolerances  |
|---|
| <ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul> |

## Project Responsibilities

|   |                                     |
|---|-------------------------------------|
| Dewsbury Town Centre Cycling and Walking Improvements |                                     |
| <b>Senior Responsible Officer</b>                     | Richard Hollinson, Kirklees Council |
| <b>Project Manager</b>                                | Keith Bloomfield, Kirklees Council  |
| <b>Combined Authority case officer</b>                | Ian McNichol / Alpha Thiam          |
| Dewsbury Bus Station                                  |                                     |
| <b>Senior Responsible Officer</b>                     | Mark Gregory, Combined Authority    |
| <b>Project Manager</b>                                | TBC, Combined Authority             |
| <b>Combined Authority case officer</b>                | Ian McNichol / Alpha Thiam          |

## Appraisal Summary

- 7.92 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the CA the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the DfT TCF funding.

## Recommendations

- 7.93 The Investment Committee recommends to the Combined Authority that:
- (i) The Connecting Employment and Skills Centres in Dewsbury/ Active and Sustainable Travel in Dewsbury package project proceeds through decision point 2 and work commences on activity 3 (outline business case) for the Dewsbury Bus Station Replacement and Dewsbury town centre pedestrian and cycle improvement projects.
  - (ii) An indicative approval to the total package value of £16 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>South Bradford Bus Park &amp; Ride and Expressway</b> |
| <b>Stage</b>          | 1 (eligibility)  |
| <b>Decision Point</b> | 2 (strategic outline case)                               |

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

## Background

- 7.94 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.
- 7.95 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.96 The scheme will provide a Park and Ride facility located in south Bradford, adjacent to the M606 motorway as well as improved bus priority along the corridor. This scheme seeks to provide attractive alternatives to the private car along the A641 Manchester Road corridor and into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641.
- 7.97 It is expected that the facility will include a minimum of 1,000 car parking spaces, a terminal building with waiting amenities, provision for electric bus and car charging and cycle parking. The dedicated bus service serving the Park and Ride site will connect to the city centre and Bradford Interchange using the A641 Manchester Road corridor. Bus priority improvements will be introduced along Manchester Road, including a two-way segregated busway and priority at key junctions along the route, which will benefit both the Park

and Ride service as well as commercial bus services using the corridor. The Park and Ride scheme will operate a high-quality, high frequency bus service using low emission vehicles.

- 7.98 A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 and enhancing the wider strategic cycle network across the city and delivering health benefits across the city.
- 7.99 The scheme complements the proposed Clean Air Zone in the city, and its commercial viability will be supported by a review of demand management measures such as planning and parking policies and strategies in the city centre.

### **Clean Growth / Climate Change Implications**

- 7.100 This package will reduce the use of private vehicles along this corridor and encourage cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.101 By encouraging increased uptake of bus use, walking and cycling, the scheme will reduce transport related emissions, improve local air quality and help tackle the national challenge of air pollution.
- 7.102 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.103 The scheme outputs and benefits include:
- Increased public transport use.
  - Increased cycling
  - Reduced car use
  - Improved public health and lower NHS costs
  - Improved public transport journey times, reliability and experience
  - Increased catchment for public transport network
  - Increased access to employment opportunities
  - Contributing towards the Leeds City Region's targets through its TCF scheme of reducing CO2 emissions from car travel
  - Contributing towards improvements to air quality with a reduction in harmful private vehicle emissions and increase the number of cyclists using the A641 Manchester Road.
- 7.104 The package risks include:

- Covid-19 impacts delay programme approvals timeline – mitigated by close liaison with approving bodies, effective resourcing and robust bid and project management.
- Delays in acquiring land – mitigated by identifying adjacent landowners, identify extent of ownership and ensure early engagement.
- Insufficient existing cover to allow all excavation to be completed without disturbing former contaminated tip material – mitigated by new surveys to provide up to date knowledge of former tipped site and inform detailed design.
- Poor ground conditions – mitigated by extensive ground surveys, use partner plans, close partner working.
- Project costs exceed funding constraints - mitigated by undertaking a robust appraisal and design approach, selection of right contractor and appropriate contract type, with robust management. Prioritisation of scheme scope to meet objectives
- Lack of resources for delivery including Covid-19 impacts – mitigated by early engagement with the market, robust procurement strategy, T&Cs, and management of tender documents and processes.
- Demand for the scheme and commercial viability not meeting required level – mitigated through review of demand management measures including city centre parking and robust scenario testing through next stage to assess costs and viability.

## **Costs**

7.105 The scheme costs are:

- An indicative approval to the Combined Authority funding of £20 million is sought from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has £0 allocated in the TCF Low Scenario and £20 million allocated in both the Core and Higher scenarios. estimates are within the proposed funding envelope from the Combined Authority of £20 million.
- £335,000 of development costs have been approved to date for this scheme a further £1.02 million is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total scheme approval to £1.34 million.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

## Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/06/2021             |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 30/09/2020             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | Jan 2021               |

## Other Key Timescales

7.106 The forecast completion date is March 2023.

## Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 6 months of those outlined in this report. |

## Project Responsibilities

|                                 |                                  |
|---------------------------------|----------------------------------|
| Senior Responsible Officer      | Julian Jackson, Bradford Council |
| Project Manager                 | Richard Gelder, Bradford Council |
| Combined Authority case officer | Ian McNichol                     |

## Appraisal Summary

7.107 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy, a review and analysis of local planning policies related to parking supply and demand management within the city centre, as well as the need to identify and secure other additional sources of funding where required to match the TCF funding.

## **Recommendations**

7.108 The Investment Committee recommends to the Combined Authority that:

- (i) The South Bradford Bus Park and Ride and Expressway project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £20 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) £335,000 of development costs have been approved to date for this scheme and a further £1.02 million development funding is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total funding approved to £1.36 million
- (iv) The Combined Authority enters into an amended funding agreement with Bradford Council for this scheme up to £1.02 million from the Transforming Cities Fund bringing the total scheme approval to £1.34 million
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.



|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>Network Navigation - West Yorkshire</b> |
| <b>Stage</b>          | 1 (eligibility)                            |
| <b>Decision Point</b> | 2 (strategic outline case)                 |

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

## Background

- 7.109 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.
- 7.110 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case. This package will be developed and delivered by the Combined Authority with local partners.
- 7.111 The scheme will roll the existing Network Navigation (Leeds) project out across the core bus network in Kirklees, Calderdale, Bradford and Wakefield and seeks to make it easier for people to identify an enhanced network of transport services and navigate the bus system across the core bus network within West Yorkshire.
- 7.112 The package is closely aligned to existing priorities and policies. For example, the scheme will contribute significantly to the Combined Authority's Clean Energy and Environmental Resilience priority and the Infrastructure for Growth priority and has a close strategic fit with the West Yorkshire Transport Strategy, the West Yorkshire Bus Strategy, and the West Yorkshire Low Emission Strategy (WYLES).

7.113 This scheme, Network Navigation (West Yorkshire), is an extension to the Network Navigation (Leeds) scheme. It provides an opportunity to spread the anticipated benefits of the Network Navigation (Leeds) scheme across West Yorkshire. The premise for this scheme has been underpinned by feedback obtained through the consultation undertaken as part of the development of the Bus Strategy and Leeds Transport Conversation, which highlighted a number of West Yorkshire's transport challenges, most pertinently that bus users felt that the bus network was difficult to navigate and was, as a result, off putting to new potential bus users.

7.114 The package will include improvements to enhance the availability of bus-related information for passengers.

Improvements to bus shelters on the core bus network to include:

- The creation of new bus maps with colour coded vinyls to the shelters in urban centres to denote a colour corridor, which links to the map
- A new roadside display
- The installation of new bus stop flags and finials, featuring the network map

Improvements to bus stops on the core bus network to include either:

- the installation of a new pole, a battery powered real time display and the application of the visualisation principles to the real time unit and finial; or
- The installation of a new flag, roadside display and finial

7.115 The package will also include a substantial behaviour change element, to ensure that the scheme can deliver the level of increased patronage sought.

7.116 These improvements will enable bus users to better navigate nearby cities and town centres, helping to improve way finding and, as a result, access to opportunities and overall quality of life. As vulnerable and socially disadvantaged groups are often most reliant on bus networks to access services, investment in buses and local bus infrastructure plays a significant role in promoting social inclusion. The bus facilitates improved connections to deprived locations and between communities, thus encouraging bus users in West Yorkshire to better utilise the bus to access employment, training and leisure opportunities.

### **Clean Growth / Climate Change Implications**

7.117 This package will encourage modal shift from car to bus, thus reducing the use of private vehicles which will, in turn, reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.

7.118 Further details on quantifying climate change implications will be undertaken as the scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.119 The scheme outputs and benefits include:

- Increased bus patronage, contributing towards the West Yorkshire Transport Strategy target of 25% more bus journeys by 2027
- Increased modal shift from car towards bus, reducing road congestion
- A reduction in carbon emissions and improvement in air quality through increased bus use
- An easier to navigate bus network, increasing customer satisfaction

### **Risks**

7.120 The scheme risks include:

- Lack of stakeholder awareness and support for the scheme; mitigated by an effective stakeholder management plan, and the application of lessons learnt from the rollout of the Network Navigation (Leeds) scheme
- New on-street infrastructure increases revenue costs for maintenance and repair; mitigated by sound resource planning
- The finished scheme does not deliver the desired level of increased patronage; mitigated by a substantial behavioural change package to ensure that the scheme receives the promotion needed to ensure increased patronage

### **Costs**

7.121 The scheme costs are:

- Development costs of £150,000 were approved by the Combined Authority on 25 June 2020 to enable the project to progress to decision point 3 (outline business case).
- The funding allocated to the Network Navigation (West Yorkshire) scheme is as follows:
  - £15.20 million secured through the Transforming Cities Fund
  - £300,000 secured through LTP
- In addition to the direct funding outlined above, there are two main sources of complimentary funding:
  - £1 million of complementary funding from the LTP Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth Scheme. This will improve the quality of the waiting environment where this is considered to be substandard

- Bus operators will also match fund the scheme by contributing to the ongoing maintenance where service changes are made and apply the Network Navigation principles to their buses. The amount is to be confirmed.

7.122 There is also a requirement to explore opportunities for revenue funding to support the delivery of some behaviour change activities.

### Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 31/12/2020             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 27/03/2021             |

### Other Key Timescales

7.123 The forecast completion date is September 2022.

### Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 6 months of those outlined in this report. |

### Project Responsibilities

|                                 |                                    |
|---------------------------------|------------------------------------|
| Senior Responsible Officer      | Dave Pearson, Combined Authority   |
| Project Manager                 | Helen Ellerton, Combined Authority |
| Combined Authority case officer | Ian McNichol                       |

### Appraisal Summary

7.124 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and

procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

### **Recommendations**

7.125 The Investment Committee recommends to the Combined Authority that:

- (i) The Network Navigation project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £15.20 million is given from the Transforming Cities Fund and £300,000 from Integrated Transport Bloc funding with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access</b> |
| <b>Stage</b>          | 1 (eligibility)  |
| <b>Decision Point</b> | 2 (strategic outline case)   |

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

## Background

- 7.126 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.
- 7.127 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.128 In recent decades, the level and type of investments in Bradford's infrastructure have not kept pace with its growing economy, expanding population and changing demographics. Bradford Interchange could be improved as a welcoming and attractive gateway to the city. Passengers arriving by train currently negotiate a single escalator down to an unattractive concourse with a low-grade retail offer. Wayfinding to the city or to the buses is poor. The exit for rail and bus passengers is onto a cramped forecourt area and there are no sight lines to the city centre, particularly to key development sites. The view is dominated by a multi-storey car park and other buildings of poor architectural merit. Passengers walk along the busy Bridge Street, and only later does the City Hall come into view. The existence of City Park is not obvious, and a busy thoroughfare, Hall Ings, must be negotiated to reach

them. The roads are not easy to cross and provide a negative experience as a pedestrian arriving in Bradford via Bradford Interchange.

- 7.129 This package seeks to transform, access between Bradford Interchange and Hall Ings, the City Hall and City Park, and from there more widely to the key business, cultural, and retail areas of the city centre, through the provision of through new and improved pedestrian entrances and routes. Currently, the interchange is a poor gateway to the city centre and does not reflect Bradford's vibrancy and economic ambition. Consequently, visitors arriving by rail or bus are given a poor impression of the city, and wayfinding is difficult.
- 7.130 The package is still in early development and detailed options will be presented at the next decision point. The scheme complements and enhances existing planned schemes at Bradford Interchange being delivered through the WY+TF and LTP and supports the longer-term opportunities provided by Bradford Interchange Gateway Development Plan and Northern Powerhouse Rail (NPR).
- 7.131 The scheme package will contribute to the Leeds City Region (LCR) Strategic Economic Plan (SEP) and complementary TCF vision/objectives in a variety of ways including; provide a higher quality route between Bradford Interchange and key employment, cultural, residential, and retail areas within the city; raise the quality of Bradford Interchange and its approaches to make it a more attractive gateway to the city; allow easier access for people to take up training, skill development, learning opportunities and cultural activities; increase passenger capacity of Bradford Interchange for future growth; and transform Bradford's infrastructure to support a thriving and growing economy.

### **Clean Growth / Climate Change Implications**

- 7.132 This package will reduce the use of private vehicles, increase public transport use and encourage walking. This will reduce traffic congestion and road transport emissions, improve local air quality and help tackle the national challenge of air pollution.
- 7.133 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.134 The scheme outputs and benefits include:
- Increased public transport use, both rail and bus
  - Reduced traffic congestion
  - Interchange becomes a gateway to city from the station
  - Catalyst for future investment

- Enhanced customer experience, improved accessibility and connectivity to key areas of the city and development sites
- High quality gateway to the city from the station
- Interchange becomes a destination within the city
- Increased trade to the area and footfall to the city centre.
- Improved productivity and attractiveness of Bradford city centre for employment and tourism
- Modal shift to bus and rail, resulting in lower carbon emissions in the city centre and elsewhere
- A more attractive city centre with more inclusive and clean growth

## **Risks**

7.135 The scheme risks include:

- Delay of the programme approvals timeline due to the Covid-19 pandemic – mitigated by close liaison with approving bodies, effective resourcing and robust bid and project management.
- Delays in acquiring land – mitigated through identifying adjacent landowners, the extent of ownership and ensuring early engagement.
- Statutory planning delays – mitigated by closely working with planners, the agreed programme and use of delegations, as well as employing a robust selection process to source competent contractors and specialists to manage consultation and negotiations.
- Delays due to ease negotiations – mitigated by commencing negotiations early and finalising agreements prior to full business case submission.
- Lack of stakeholder support – mitigated through early engagement with the key stakeholders and the wider public.
- Lack of staff resources – mitigated by creating a robust resource plan and delivery strategy, as well as conducting early engagement with the market, employing a robust procurement strategy and management of tender documents and processes.

## **Costs**

7.136 The scheme costs are:

- Development costs of £350,000 have been approved for this project to date. A further £2.69 million is recommended for approval to progress to decision point 3 (outline business case), taking the amount approved to £3.04 million. This will be utilised for business case development work as



well as early preparatory, investigative and demolition works which will aid certainty around the design and delivery of the scheme.

- This package has £13.2 million funding allocated from TCF in all funding scenarios. An indicative approval for the value of Combined Authority funding up to £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

### Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | June 2021              |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 01/09/2021             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | Jan 2022               |

### Other Key Timescales

7.137 The forecast completion date is 31 March 2023 (completion on site scheduled December 2022).

### Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 6 months of those outlined in this report. |

## Project Responsibilities

|  |                                  |
|--|----------------------------------|
| <b>Senior Responsible Officer</b>      | Julian Jackson, Bradford Council |
| <b>Project Manager</b>                 | Richard Gelder, Bradford Council |
| <b>Combined Authority case officer</b> | Ian McNichol                     |

## Appraisal Summary

7.138 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

7.139 The Investment Committee recommends to the Combined Authority that:

- (i) The Transforming Access to Bradford Interchange package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total Combined Authority funding of £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £350,000 have been approved for this project to date. A further £2.69 million from the Transforming Cities Fund is recommended for approval to progress to decision point 3 (outline business case).
- (iv) Enter into an amended funding agreement with Bradford Council for additional development costs of up to £2.69 million from the Transforming Cities Fund, taking the total amount approved to £3.04 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |   |
|-----------------------|---|
| <b>Project Title</b>  | <b>Transforming Access to Brighouse and Elland Railway Stations</b> |
| <b>Stage</b>          | 1 (eligibility)   |
| <b>Decision Point</b> | 2 (strategic outline case)  |

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

## Background

- 7.140 The majority of 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.
- 7.141 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.142 Elland suffers from a range of transport related issues it has poor connectivity to the strategic highway network, local congestion during peak hours and declining and restricted bus services to local destinations, as well as poor access to the railway network. The latter of which is being addressed through the development of a new rail station which is being delivered through the WY+TF. The Elland rail station project also includes sustainable transport access package which will be enhanced through the delivery of the scheme elements being brought forward by this TCF package.
- 7.143 In Brighouse, the road network is also congested and suffers capacity issues; the cycle facilities are limited, and the vast majority of commuting trips are accommodated by private car. Air quality is also an issue across Calderdale,

which can have a detrimental impact on the health of local residents. Calderdale Metropolitan Borough Council (CMBC) declared a Climate Emergency in 2019, subsequently setting ambitious targets to reduce carbon emissions by 80% by 2050.

7.144 The Brighouse and Elland Station Access package is designed to improve routes for walking and cycling to and from the new and existing rail stations serving Elland and Brighouse through a series of bus, cycle and footway improvements:

- Route improvements to and from Elland town centre via Eastgate and on priority pinch points on the network providing traffic free access on including Century Road, Lowfield Industrial park and Old Power Way
- Provide direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station at Elland via two pedestrian/cycle bridges, improving the opportunities for active travel to
- Developing the Local Cycling and Walking Infrastructure Plan for Brighouse including junctions improvements for cycling and walking from the north of Brighouse to Brighouse town centre.
- Transform access by bike to Brighouse rail station, improving safety and legibility.

7.145 Two schemes will come forward from this package, the Elland Station Access TCF schemes will be brought forward through the existing Elland Station and Access Package Project which is currently being developed to full business case (decision point 4) stage. The Brighouse Cycling and Walking Improvements Project will commence work on the development of an Outline Business Case (decision point 3).

7.146 The Brighouse Cycling and Walking Improvements project has interfaces with the WY+TF A641 project and there may be opportunity to bring the two schemes forward as one once further development work has been completed to understand the schemes in more detail.

### **Clean Growth / Climate Change Implications**

7.147 This package will reduce the use of private vehicles to access Brighouse and Elland rail stations and encourage cycling and walking. This will reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.

7.148 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.149 The scheme outputs and benefits include:

- Improving journey quality, times and user satisfaction for active and sustainable modes
- Increase uptake of walking and cycling modes, improving health
- Improved safety for cyclists and pedestrians
- Increased rail use to employment and education
- Support housing and employment development through improved access
- Reduced the concentrations of vehicle related pollutants in the air, improving the air quality

## **Risks**

7.150 The scheme risks include:

- The Covid-19 pandemic may lead to delays in scheme delivery due to surveys and site visits for example being affected. This is being mitigated by regular engagement with Combined Authority and Department for Transport as well as the project team working creatively to ensure safety in design, construction, and use.
- Third party land may be required to deliver the package. This may lead to increased costs and delays to deliver the package. This will be mitigated by minimising third party land requirements where possible and holding early engagement with key third parties.

## **Costs**

7.151 The scheme costs are:

- Development costs of £143,650 were approved by the Combined Authority on 25 June 2020 in order to progress the Brighthouse Cycling and Walking Improvement Project to decision point 3 (outline business case).
- No further development funding is required at this time for the Elland Station Access Improvement scheme
- An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has £0 funding allocated in the TCF Low Scenario and £5.42 million allocated in the Core and High Scenarios.
- Through the development of the Strategic Outline Business Case the promoter has prioritised delivery of the Elland Station Access scheme

through the TCF funding available. During the next development stage, the promoter will seek additional funding sources to deliver the Brighthouse Cycling and Walking Improvement Project.

### **Assurance Pathway and Approval Route**

#### **Brighthouse scheme**

| <b>Assurance pathway</b>                    | <b>Approval route</b>   | <b>Forecast approval date</b> |
|---|---|-------------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/07/2021                    |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 31/08/2022                    |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | TBC                           |

#### **Elland scheme**

| <b>Assurance pathway</b>                    | <b>Approval route</b>   | <b>Forecast approval date</b> |
|---|---|-------------------------------|
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/03/2021                    |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 06/08/2021                    |

### **Other Key Timescales**

7.152 The forecast completion date for Brighthouse Cycle Improvement is 31 March 2023.

7.153 The forecast completion date for the Elland Station Access Package is August 2022.

## Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 6 months of those outlined in this report. |

## Project Responsibilities

|                                 |                                |
|---------------------------------|--------------------------------|
| Senior Responsible Officer      | Steven Lee, Calderdale Council |
| Project Manager                 | Tom Jones, Calderdale Council  |
| Combined Authority case officer | Ian McNichol                   |

## Appraisal Summary

- 7.154 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

- 7.155 The Investment Committee recommends to the Combined Authority that:

- (i) The Transforming Cycling and Walking Access in Brighouse and Elland Railways Stations package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) for the Brighouse Cycling and Walking Improvement Scheme and activity 4 (full business case) for the Elland Station Access scheme.
- (ii) An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |  |
|-----------------------|--|
| <b>Project Title</b>  | <b>Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)</b> |
| <b>Stage</b>          | 1 (eligibility)  |
| <b>Decision Point</b> | 2 (strategic outline case)   |

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

## Background

- 7.156 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.
- 7.157 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.158 The A638 Dewsbury to Cleckheaton corridor is a key route serving the main urban areas between north Dewsbury and Cleckheaton, along with facilitating a number of east-west travel movements. The corridor suffers from poor air quality, significant congestion and accessibility challenges. This constrains access to employment and skills opportunities along the corridor and the opportunity for future growth.
- 7.159 This scheme will support a number of development aspirations in the area. Dewsbury is at the heart of the North Kirklees Growth Zone (NKGZ) – a specified Spatial Priority Area as a Housing Growth Area that will provide 5,000 new homes around Dewsbury. Chidswell in Kirklees District and Staithgate Lane in south Bradford are specified Employment Growth Areas in the Leeds City Region SEP, both falling within the catchment of the TCF



Corridor. The Chidswell development site will add around 1,800 jobs and 1,500 homes to the north-east Kirklees economic area within the current Local Plan period.

- 7.160 The package is comprised of two distinct projects that will come forward for delivery, Heckmondwike Bus Hub and Dewsbury – Cleckheaton Sustainable Travel Corridor (A638).
- 7.161 The package will upgrade the bus hub at Heckmondwike, improving service capacity, customer experience and information provision at this important bus service interchange. A safer and more spacious waiting environment will increase demand, reduce potential anti-social behaviour, and help to regenerate the district centre. Bus priority schemes will also be implemented along the corridor, enhancing bus reliability, together with new footways and crossings to help all prospective customers to access bus services.
- 7.162 The package will also transform the continuity, safety and legibility of the cycle network through a set of cycling upgrades and new local links to Spen Valley Greenway to maximise its usage, together with improvements. This will help to create a cycling and walking network to support everyday journeys, increasing the uptake of cycling and walking delivering improved health and accessibility to employment and education opportunities for those without access to a car.

#### **Clean Growth / Climate Change Implications**

- 7.163 This package will reduce the use of private vehicles along this corridor, encourage cycling and walking as well as increased bus use. This will reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.
- 7.164 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

#### **Outputs, Benefits and Inclusive Growth Implications**

- 7.165 The scheme outputs and benefits include:
- upgraded bus hub at Heckmondwike; safer and more spacious bus waiting environment bus priority schemes along the A638 corridor and new pathways and crossings
  - Improved bus reliability and journey times
  - Improved journey quality and bus user satisfaction
  - Increased uptake of bus travel
  - Increased uptake of walking and cycling
  - Improved safety for cyclists and pedestrians
  - Easier access and expanded catchments to education and employment opportunities

- Increased capacity on the transport network
- Improved air quality and vehicle emission reduction

## **Risks**

7.166 The scheme risks include:

- Delay to scheme delivery due to Covid-19 pandemic – to be mitigated by maximising opportunities to bring forward key activities not impacted by Covid-19 restrictions as well as utilise innovative approaches to key stakeholder and public engagement.
- Delays related to land acquisition – mitigated by early dialogue with landowners and consideration of running Compulsory Purchase Order processes in parallel and early scoping of planning and environmental issues.
- Public/stakeholder objections to proposals– mitigated by early development and implementation of a communications and engagement strategy for key stakeholders

## **Costs**

7.167 The scheme costs are:

- Development costs of £270,000 have been approved to date for the Dewsbury to Cleckheaton Corridor Improvements Project a further £80,000 is recommended for approval order to progress the project to decision point 3 (outline business case), bringing the total approved to £350,000.
- Development costs of £229,078 were approved by the Combined Authority on 25 June 2020 in order to progress the Heckmondwike Bus Hub project to decision point 3 (outline business case).
- An indicative approval to the Combined Authority funding of £16 million is given from the Transforming Cities Fund with approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). Low funding scenario £11 million; core funding scenario £14 million.

## **Assurance Pathway and Approval Route**

| Assurance pathway         | Approval route  | Forecast approval date |
|---------------------------|---|------------------------|
| 3 (outline business case) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee | 30/04/2021             |
| 4 (full business case)    | Recommendation: Combined Authority's Programme Appraisal Team                                   | 13/08/2021             |

|   |   |            |
|---|---|------------|
|   | Decision: Combined Authority's Managing Director  |            |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 11/02/2022 |

7.168 The package will split into two projects for outline business case. Heckmondwike Bus Hub will form one project and Dewsbury to Cleckheaton Corridor Improvement project will form the other. The milestones for each of these projects are currently aligned but this will be reviewed and refined throughout the development of the Outline Business Cases.

### Other Key Timescales

7.169 The forecast completion of the package is March 2023.

### Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 6 months of those outlined in this report. |

### Project Responsibilities

|                                 |                                     |
|---------------------------------|-------------------------------------|
| Senior Responsible Officer      | Richard Hollinson, Kirklees Council |
| Project Manager                 | Keith Bloomfield, Kirklees Council  |
| Combined Authority case officer | Ian McNichol                        |

### Appraisal Summary

7.170 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

### Recommendations

7.171 The Investment Committee recommends to the Combined Authority that:

- (i) The Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) package proceeds through decision point 2

(strategic outline case) and work commences on activity 3 (outline business case)

- (ii) An indicative approval to the total value of Combined Authority funding £16 million is given from the Transforming Cities Fund to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approve for further development costs to progress this scheme to decision point 3 (outline business case) of £80,000, taking the total approved to £350,000 and enter into an amended funding agreement with Kirklees Council for an additional £80,000 from the Transforming Cities Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

|                       |   |
|-----------------------|---|
| <b>Project Title</b>  | <b>West Bradford - Cycle Superhighway</b> |
| <b>Stage</b>          | 1 (eligibility)                           |
| <b>Decision Point</b> | 2 (strategic outline case)                |

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

## Background

- 7.172 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.
- 7.173 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. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.174 The scheme will improve access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter through the creation of a major cycle corridor by providing 7km of dedicated cycleway along the length of Thornton Road. The scheme will build on the successful delivery of the CityConnect cycle superhighways to Leeds and along Canal Road to the north of the city.
- 7.175 The package will provide improved access for cyclists into and across the city centre and complement other high quality cycle routes delivered through the CityConnect Programme including the cycle superhighway to Leeds and the Canal Road Greenway and cycle route to Shipley along with other strategic cycle infrastructure delivered across the city previously.

- 7.176 This scheme will complement the other TCF schemes in Bradford along with other key projects across Bradford such as Bradford Interchange bus and train station schemes; Forster Square station and the proposed cycleway to the Park and Ride site.
- 7.177 The package also fits with Government plans to provide additional Department of Transport funding to sustain the growth and popularity of cycling experienced during the Covid-19 pandemic. This funding could be used to revisit plans for an additional cycleway corridor for key worker access to Bradford Royal Infirmary.

### **Clean Growth / Climate Change Implications**

- 7.178 This scheme will reduce the use of private vehicles along this corridor and encourage cycling and walking. It is expected that this will reduce traffic congestion and road transport emissions, improving local air quality and help tackle air pollution.
- 7.179 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.180 The scheme outputs and benefits include:
- Implementation of major cycle route, leading to increased cycle use
  - Improved cycle journey times, journey quality and safety
  - Reduced car use and reduced number of vehicles in the city centre, resulting in reduced carbon dioxide emissions from car travel
  - Increased access to employment and education opportunities
  - Reduction in accidents involving cyclists along Thornton Road
  - Decrease in average cycle journey times during the peak period along Thornton Road
  - Contribute towards improvements to air quality with a reduction in harmful emissions

### **Risks**

- 7.181 The scheme risks include:
- The impact of Covid-19 is uncertain and may cause delays to the scheme package programme approvals timeline or result in a lack of resources for delivery. This will be mitigated by effective resourcing planning and robust project management. Early engagement with the market and a robust procurement strategy will also be in place.

- Delays in acquiring land – mitigated by identifying adjacent landowners, identifying the extent of ownership and ensuring early engagement.
- Lack of buy-in from key stakeholders – mitigated through close partnership working, stakeholder management and implementation of effective communications campaign.
- Inability to deliver full cycleway segregation – mitigated through the appointment of specialist designers and close working with council highway engineers and responding to the new DfT Design Guidance.

## Costs

7.182 The scheme costs are:

- Development costs of £175,000 have been approved for this project to date. A further £1.25 million is recommended for approval in order to progress the project to decision point 3 (outline business case)
- An indicative approval to the total package value of £17.5 million is sought from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5. Low scenario £0; Core scenario £3 million.

## Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/06/2021             |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 30/09/2021             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 31/01/2022             |

## Other Key Timescales

7.183 The forecast completion date for this package is 31 March 2023.

## Assurance Tolerances

| Assurance tolerances   |  |
|--|--|
| <ul style="list-style-type: none"><li>• That Combined Authority costs remain within 10% of those outlined in this report.</li><li>• That the timeframes remain within 6 months of those outlined in this report.</li></ul> |  |

## Project Responsibilities

|  |                                  |
|--|----------------------------------|
| <b>Senior Responsible Officer</b>      | Julian Jackson, Bradford Council |
| <b>Project Manager</b>                 | Richard Gelder, Bradford Council |
| <b>Combined Authority case officer</b> | Ian McNichol                     |

## Appraisal Summary

- 7.184 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the Transforming Cities Fund (TCF) programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority (CA) the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the Department for Transport (DfT) TCF funding.

## Recommendations

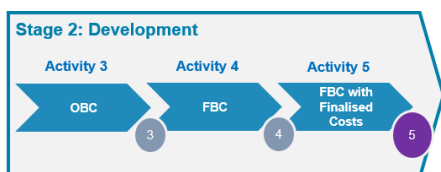
- 7.185 The Investment Committee recommends to the Combined Authority that:

- (i) The West Bradford – Cycle Superhighway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £17.5 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £175,000 have been approved for this project to date. A further £1.25 million from the Transforming Cities Fund is recommended for approval for developments costs in order to progress the project to decision point 3 (outline business case)
- (iv) Approval to enter into an amended funding agreement for this scheme with Bradford Council for an additional £1.25 million for development costs from the Transforming Cities Fund, taking total approved to £1.43 million



- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## Projects in Stage 2: Development



- 7.186 Projects at this development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost.

|                       |                                    |
|-----------------------|------------------------------------|
| <b>Project Title</b>  | <b>City Connect Phase 3 Canals</b> |
| <b>Stage</b>          | 2 (development)                    |
| <b>Decision Point</b> | 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: |   |  |

## Background

- 7.187 The Leeds City Region Strategic Economic Plan recognises the importance of active travel for the region's economy and identifies the establishment of cycling as a major mode of transport, with increased active travel benefiting health, as one of the principles for future transport investment and policy. The Tong Street Phase 3 canals scheme aligns with Priority 4 - Infrastructure for Growth and will provide sustainable and active transport infrastructure.
- 7.188 The projects are part of the CityConnect programme and will build upon routes already constructed in the areas (Airedale Greenway on the Leeds & Liverpool Canal and the Huddersfield Narrow Canal Phase 1); infilling the gaps will ensure a high quality, strategic cycle and walking network.
- 7.189 This scheme will be funded from the West Yorkshire plus Transport Fund. 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.

7.190 April 2018 Combined Authority gave indicative approval at decision point 2 (strategic outline case), to the total CityConnect programme pipeline value of £14.824 million, of which £14.424 million will be funded by the Combined Authority. Huddersfield Narrow Canal phase 2 and Leeds Liverpool Shipley sections are named pipeline projects.

7.191 The schemes will be delivered by Canal and River Trust.

### **Clean Growth / Climate Change Implications**

7.192 The schemes will contribute to the delivery of sustainable and active transport infrastructure, and to reducing car use, and increasing walking and cycling in the areas.

### **Outputs, Benefits and Inclusive Growth Implications**

7.193 The scheme outputs and benefits include:

- Upgrade 7.3km of towpath (3km Shipley sections and 4.3km Huddersfield Narrow Canal)
- Increase walking and cycling trips by 20% and up to 66% on the routes
- Link to other transport projects to deliver a comprehensive network of cycling and walking infrastructure
- Contribute to a reduction in carbon emissions, through modal shift from car travel with 5% of commuter trips by bike in Bradford and Kirklees
- Create a safe and attractive environment for active travel modes, reducing cyclist road traffic accidents by 20%.

### **Risks**

7.194 The scheme risks include:

- Delays to construction due to poor weather: to be mitigated by carrying out less weather dependant works (wash wall repairs) during winter, and towpath construction during spring.
- The on-going Covid pandemic may delay works: to be mitigated by planning for delays and stand down time costs that may be incurred.

### **Costs**

7.195 The scheme costs are:

- The scheme will be fully funded by Combined Authority funds, the total cost is £1.363 million, this includes £60,000 development costs (already approved).

- Combined Authority will be required to enter into a legal agreement with Canal and River Trust to deliver the scheme once full approval is granted.

### Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Investment Committee<br>Decision: Combined Authority  | 04/09/2020             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 15/01/2021             |

### Other Key Timescales

Key milestones:

- Final designs and costings agreed: Oct 2020
- FBC+ submission: Nov 2020
- Completion: April 2021

### Assurance Tolerances

| Assurance tolerances   |
|--|
| That the total project cost remains within 10% of the costs identified within this report.                   |
| That the project delivery timescale remains within 6 months of the timescales identified within this report. |
| That the length of towpath improved remains within 10% of the amount identified in this report.              |

### Project Responsibilities

|                                   |   |
|-----------------------------------|---|
| <b>Senior Responsible Officer</b> | Lizzie Dealey, Partnership & Engagement Manager, Canal & River Trust<br>Andrew Norman, Transport Partnerships Lead, West Yorkshire Combined Authority |
| <b>Project Manager</b>            | Paul Tranter, Enterprise Manager, Canal & River Trust   |

|  |  |
|--|--|
| <b>Combined Authority case officer</b> | Vicky Dumbrell, Case Officer, Combined Authority |
|--|--|

## Appraisal Summary

- 7.196 The strategic case for the investment is clearly made. Delivering infrastructure to encourage more cycling and walking aligns with multiple local, national and city region strategies around improving connectivity, health, well-being, road safety and air quality. In addition, the infilling of gaps, or extending, previous schemes will provide a more complete network. The demand for the schemes is evidenced from comparable schemes in the city region (50 – 66% uplift), and consultation with the public has been largely positive. The procurement route is through a well-established framework, which has recently been extended.
- 7.197 There is a risk of cost increase and slippage, as the final designs are agreed, to ensure the scheme delivers accessibility and is in keeping with the canal heritage. Once agreed, ensuring the scheme stays within budget will be the responsibility of Canal and River Trust (CRT). CRT approach to contract management appears robust, and the project sits within the well-established CityConnect programme.

## Recommendations

- 7.198 The Combined Authority approves:
- (i) That the CityConnect Phase 3 canals project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with final costs).
  - (ii) That an indicative approval to the total project value of £1.363 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |                                 |
|-----------------------|---------------------------------|
| <b>Project Title</b>  | <b>Tong Street A650 Highway</b> |
| <b>Stage</b>          | 2 (development)                 |
| <b>Decision Point</b> | 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: |   |  |

## Background

- 7.199 The scheme is 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.
- 7.200 Tong Street is on the West Yorkshire Key Route Network and fulfils a number of strategic functions, carrying on average 37,500 vehicles per day and linking with the UK's strategic Road Network. The A650 Tong Street currently suffers from inefficiencies and unreliability which is inhibiting strategic growth along the corridor and in south east Bradford.
- 7.201 The scheme forms part of the West Yorkshire plus Transport Fund Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. The West Yorkshire Transport Strategy is aligned to and supports the SEP and this project will contribute to two of the key themes in the strategy.
- 7.202 The scheme will contribute towards unlocking growth in the M62 Enterprise Zone sites, playing an important role in connecting this area with central Bradford. The scheme aligns with Strategic Priority 4 of the SEP, Infrastructure for Growth.
- 7.203 The A650 Tong Street currently experiences congestion, delays and journey time unreliability with afternoon journey times doubling in the outbound direction. There are a number of planned residential and employment sites anticipated in south east Bradford, including sites close to Tong Street. Up to

7,200 new housing units are planned by 2028 and population growth of over 10% (from 2014) is expected in Bradford. Local traffic growth of 22% in the peak hour is forecast up to 2030. It is therefore predicted that if no intervention is made the existing issues in the highway network will deteriorate and impact on the delivery of housing and employment growth.

### **Clean Growth / Climate Change Implications**

7.204 The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality (see detail in outputs and benefits section).

### **Outputs, Benefits and Inclusive Growth Implications**

7.205 The scheme outputs and benefits include:

- Improve future journey time reliability and reduce future journey times along Tong Street by 4 minutes for general traffic, and 2 minutes for buses by 2023,
- Improve road safety for all users by reducing the rate of traffic collisions along the Tong Street corridor and surrounding residential areas by 3.5% by 2027,
- Reduce known rat-run issues on adjacent residential streets by 10% by 2022,
- Improve sustainable transport facilities, public realm and green infrastructure features by 2022, to encourage the growth in walking trips by 20% and cycling trips by 300% along the corridor by 2027.
- To improve air quality by reducing the level of greenhouse gases resulting in 34,105 tonnes reduction in CO2 emissions.
- The scheme is forecast to lead to a net additional GVA of £16 million and 158 jobs and also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education. The value for money assessment reflects a high value for money with a core BCR of 13.54 for the preferred option when assessed against the Department for Transport's value for money criteria.

### **Risks**

7.206 The scheme risks and mitigations include:

- Increased costs of estimated land acquisition. Mitigation: realistic expenditure forecast needs to be provided based on previous experience and taking into account the complexity of the scheme.
- Unforeseen site issues. Mitigation: this should be mitigated by thorough ground investigations prior to construction.

## Costs

7.207 The scheme costs are:

- The indicative total scheme cost is £24.49 million. A £20.5 million bid has been made by Bradford to the Department for Transport's Major Route Network (MRN) fund. The decision on this is still awaited. The scheme also has indicative approval of £20 million from the West Yorkshire plus Transport Fund (WY+TF). If the MRN bid is successful, then only £4 million from the WY+TF would be required. To ensure that the project is not delayed whilst the MRN bid decision is awaited, it is proposed that development costs are approved from the WY+TF.
- Development funding of £185,000 was secured at decision point 2. £2.53 million from the West Yorkshire plus Transport Fund is sought at this decision point (outline business case) in order to progress the scheme to full business case, taking the total approval to £2.715 million. The development funding will be used for project management, undertaking the detailed design and land acquisition and scheme modelling.
- The Combined Authority enters into an amendment to the existing funding agreement with Bradford Council for additional expenditure of up to £2.53 million from the West Yorkshire plus Transport Fund.

## Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 3 (outline business case)                   | Recommendation: Investment Committee<br>Decision: Combined Authority  | 04/09/2020             |
| 4 (full business case)                      | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Investment Committee                   | 30/01/2022             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director | 30/06/2022             |

## Other Key Timescales

7.208 The scheme will be delivered by April 2025.



## Assurance Tolerances

| Assurance tolerances   |
|--|
| Any cost increase remains within 5% as set out in this report.                       |
| That the delivery timescales remain within 3 months of those set out in this report. |

## Project Responsibilities

|                                 |                                  |
|---------------------------------|----------------------------------|
| Senior Responsible Officer      | Richard Gelder, Bradford Council |
| Project Manager                 | Andrew Smith, Bradford Council   |
| Combined Authority case officer | Andrew Norman                    |

## Appraisal Summary

- 7.209 The project has a clear fit to the SEP and Transport Strategy and will deliver against the objectives of increasing access to employment to the region's centres and delivering growth. The project will improve journey times, reliability and reduce delays on a key corridor on the West Yorkshire Key Route Network and in addition improve the transport offer for pedestrians, cyclists and bus users.
- 7.210 There is evidenced demand for the scheme, and it is indicated that increasing capacity and resolving current issues will unlock growth in south east Bradford. A stronger link is required as to the direct impact of this scheme in unlocking housing and employment in south east Bradford and clear apportionment of the benefits between and number of major schemes in the areas is required to be set out.
- 7.211 The project will deliver against Strategic Priority 4, Infrastructure for Growth and is forecast to lead to a net additional GVA of £16 million and 158 jobs. The economic assessment shows that the preferred scheme is predicted to provide very high value for money.
- 7.212 A number of conditions were set by appraisal which need to be worked through ahead of full business case. In particular the next stage of development work will progress the complex land requirements and careful work ahead of the next decision point is required in relation to the proposed South East Bradford Link Road (SEBLR) which is understood would be complementary to this scheme in the long term.

## Recommendations

- 7.213 The Combined Authority approves that:
- (i) The Tong Street A650 Highway 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 up to £20 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £24.49 million.
- (iii) Additional development costs of £2.53 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2.715 million.
- (iv) The Combined Authority enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £2.715 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |                              |
|-----------------------|------------------------------|
| <b>Project Title</b>  | <b>A660 Headingley Hills</b> |
| <b>Stage</b>          | 2 (development)              |
| <b>Decision Point</b> | 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: |   |  |

## Background

- 7.214 This scheme will be funded from the West Yorkshire plus Transport Fund. 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. The scheme aims to tackle the connectivity and climate challenges the City Region faces which are constraining growth associated with new housing and employment sites in the Spatial Priority Areas.
- 7.215 The A660 Headingley Hill scheme has been developed by Leeds Council as part of a larger package. Following a prioritisation exercise at programme level for both LPTIP and the Corridor Improvement Programme (CIP) Phase 2 the scheme will now form part of CIP Phase 2 Programme.
- 7.216 The scheme will reduce congestion, improve bus journey time, reduce air quality impacts, incidents and casualty rates and include a new 435 metre section of (northbound) bus lane between the Elinor Lupton Centre/ Richmond Road and St Michael's Church/ St Michael's Road. There will be segregated cycling lanes (350 metre) in both directions, a controlled pedestrian crossing south of Richmond Avenue and widened pavements.

## Clean Growth / Climate Change Implications

- 7.217 There will be a reduction in vehicle emissions from a transfer from private to public vehicles and increased cycling, together with an increase in number of trees overall.

## Outputs, Benefits and Inclusive Growth Implications

7.218 The scheme outputs and benefits include:

- 435 metres of new bus lane and 700 metres of segregated cycle lanes
- New pedestrian crossing
- 99 new (mixed maturity) trees comprising of 66 additional and 33 replacements

7.219 These measures have a high Benefit to Cost Ratio (BCR) based on modelling results delivering value for money and are designed to:

- reduce journey time and promote bus use and cycling;
- increase access to work through more reliable bus services and cycling options to existing and future residents
- safer road crossing and cycling due to dedicated pedestrian and cycling space and junction changes;
- improved air quality through not only changes in travel method but also landscaping improvements including tree planting
- health benefits from a reduction in air pollution and more walking and cycling.

### **Risks**

7.220 The scheme risks include:

- 3rd party land purchase delayed or more costly than anticipated: mitigated through early land agreements with the owners. Compulsory purchase orders are a possible solution, but this is not the preferred course of action.
- Public objection to the removal of existing trees: to be mitigated by substantial tree planting to compensate for those removed and communicating the environmental benefits of the scheme.
- Public objection from the cycling community in the design of cycle lanes; mitigated by careful, well planned and communicated design.
- Construction delay due to utilities access permissions not being in place and statutory service diversions mitigation measures include early engagement and planning with Northern Power grid.

### **Costs**

7.221 The scheme costs are:

- Total scheme cost is anticipated as £5.1 million.
- The current projected scheme development cost to full business case is £825,807 to be funded from the West Yorkshire plus Transport Fund. This funding will cover the following costs: scheme development/ design, project management and land purchase.

7.222 This scheme has no funding beyond full business case and is a reserve project in CIP Phase 2 which is also seeking approval in this report.

### Assurance Pathway and Approval Route

| Assurance pathway  | Approval route   | Forecast approval date        |
|--|--|-------------------------------|
| <b>Assurance pathway</b>                                   | <b>Approval route</b>  | <b>Forecast approval date</b> |
| Decision point 3 (outline business case)                   | Recommendation: Investment Committee<br>Decision: Combined Authority   | 04/09/2020                    |
| Decision point 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director    | 04/02/2021                    |
| Decision point 6 (delivery)                                | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Director of Delivery | 18/11/2021                    |

### Other Key Timescales

- Public consultation in summer 2020 and full business case with finalised costs (FBC+) submission in October 2020
- Start date: February 2021
- Completion date: November 2021

### Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report. |
| That the timeframes remain within 6 months of those outlined in this report.      |

### Project Responsibilities

|  |                                      |
|--|--------------------------------------|
| <b>Senior Responsible Officer</b>      | Andrew Hall, Leeds Council           |
| <b>Project Manager</b>                 | Morgan Tatchell-Evans, Leeds Council |
| <b>Combined Authority case officer</b> | Neil Johnson                         |

### Appraisal Summary

7.223 The scheme is a good strategic fit with the priorities of the Strategic Economic Plan and other schemes underway or planned in Leeds. The need for improving the public transport offer to match the demand for travel is clearly demonstrated. Upon delivery, the scheme should enable a more efficient public transport network and cycling route, both of which should reduce air pollution in the area.

- 7.224 The project is to be managed by an experienced team within Leeds City Council. This team have experience of delivering similar projects and propose utilising existing procurement frameworks available to the council in order to procure the relevant contractors to ensure that value for money is achieved.
- 7.225 There are some outstanding economic case questions related to the benefit to cost ratio (benefit cost ratio 4.61:1) that require further information at full business case to elevate the confidence level the Combined Authority has with the economic case and its anticipated benefit cost ratio (BCR).

### **Recommendations**

- 7.226 The Investment Committee recommends to the Combined Authority that:
- (i) The A660 Headingley Hill scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (ii) That an indicative approval to the total project value of £5.1 million is granted from a funding source to be identified before the next decision point, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Development costs of £825,807 from the West Yorkshire plus Transport Fund are approved in order to progress the scheme to decision point 4 (full business case with finalised costs).
  - (iv) The Combined Authority enters into a funding agreement with Leeds City Council for £825,807 from the West Yorkshire plus Transport Fund.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |                                      |
|-----------------------|--------------------------------------|
| <b>Project Title</b>  | <b>Enterprise Zone - Langthwaite</b> |
| <b>Stage</b>          | 2 (development)                      |
| <b>Decision Point</b> | 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: |   |  |

## Background

- 7.227 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 7.228 The Langthwaite Enterprise Zone forms part of the Leeds City Region Enterprise Zone Programme (City Region EZ), which is a package of Enterprise Zones (EZ) to be delivered in two phases across 10 sites in West Yorkshire. The programme will help to deliver additional employment across the Spatial Priority Areas and will facilitate the “acceleration of development and delivery of high quality employment floor space in the advanced and innovative manufacturing and complementary sectors” in alignment with partner councils’ Local Plans. Once built out, each Enterprise Zone site will generate business rates income for the Leeds Enterprise Partnership.
- 7.229 The principal aim of the EZ Programme is to achieve accelerated delivery of sites and high quality employment floor space and where a private sector developer partner is willing and able to take the scheme forward (subject to thorough legal and financial due diligence and progression through the Combined Authority’s assurance process) this should be maximised. The Combined Authority acts as the accountable body for the EZ Programme.
- 7.230 The Langthwaite Enterprise Zone business park extension scheme is located in a site of 9.45 hectares, located next to the existing Langthwaite Business Park in South Kirkby.

- 7.231 Working with Wakefield Council the scheme will deliver an offsite access road which will open up the site for commercial development.
- 7.232 The scheme will prepare the site for commercial development by undertaking de-risking works such as ensuring the land is safe from hazardous materials, providing road access, flood alleviation works and site infrastructure to enable the creation of development plots.
- 7.233 The scheme will develop an under developed site, currently being purchased by the Combined Authority, as approved by the Combined Authority in January 2020, into a site that is suitable for approximately 11 industrial units consisting of 27,000m<sup>2</sup> of floor space. The EZ Programme was approved by the Combined Authority at decision point 2 in June 2018.
- 7.234 Lanthwaite Enterprise Zone scheme objectives are consistent with the objectives of the EZ Programme. The scheme will contribute the Strategic Economic Plan (SEP) and particularly will provide employment and skills development opportunities for residents of this area.
- 7.235 This outline business case is seeking full approval for the offsite access road as enabling infrastructure alongside development funding for the onsite works. This site will provide access to several key local supply chain transport routes; sites for industry, advanced manufacturing, and warehousing and therefore some advanced skilled jobs. The proposals provide for sustainable urban drainage systems (SUDs) and as such contributes to environmental resilience. Transport impacts will be covered at decision point 4 (full business case) through the Environmental Impact Assessment as part of statutory planning.
- 7.236 Full funding approval is being sought here for this element of the scheme.
- 7.237 The scheme will be managed by the Combined Authority and Wakefield Council in partnership.

### **Clean Growth / Climate Change Implications**

- 7.238 The scheme includes sustainable urban drainage systems (SUDs), contributing to environmental resilience.
- 7.239 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.240 The scheme outputs and benefits include:
- An unused site will be prepared for potential construction of 11 industrial units totalling almost 27,000 sq m which are anticipated would lead to over 600 new jobs including highly skilled jobs
  - New access road from the existing industrial estate



- Flood alleviation measures will be prepared on the site in the form of containment ponds as part of a sustainable urban drainage system.
- The site's location is walkable from the settlements of South Kirkby and South Elmsall and cyclable from Upton and Hemsworth, enabling local access to employment opportunities.

## Risks

7.241 The scheme risks include:

- Local Growth Fund ends before decision point 5 (full business case with finalised costs) approval (March 2021)  
Mitigation: Alternative funding strategy being developed ahead of decision point 4 (full business case).
- Delay due to unexpected ground conditions.  
Mitigation: early site investigations have been undertaken and a cost plan has been prepared by a qualified cost consultant using this information.
- Increased costs due to unforeseen engineering works in design stage  
Mitigation: All possible due diligence has been done to date and a contingency allowance is in place.

## Costs

7.242 The scheme costs are:

- At this decision point 3 (outline business case), approval for £1.26 million is sought from the Local Growth Fund to develop the scheme to the next decision point 5 (full business case with finalised costs) made up of funding for Wakefield Council to deliver the road and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.
- Indicative approval for the total scheme costs of £5.55 million to be funded by £1.26 million from the Local Growth Fund and £4.29 million from the Getting Building Fund. (There is a possibility that some pre construction works may be identified and the proportion of the total scheme costs be re-allocated from the Get Building Fund to the Local Growth Fund.)

## Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route  | Forecast approval date |
|---|---|------------------------|
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br><br>Decision: Combined Authority's Managing Director | 31/03/2021             |

## Other Key Timescales

7.243 The scheme is forecast to complete by March 2025.

## Assurance Tolerances

| Assurance tolerances  |
|---|
| That Combined Authority costs remain within 10% of those outlined in this report.<br>That the timeframes remain within 9 months of those outlined in this report. |

## Project Responsibilities

|                                 |                                     |
|---------------------------------|-------------------------------------|
| Senior Responsible Officer      | Kate Thompson, Combined Authority   |
| Project Manager                 | Jacquie Boulton, Combined Authority |
| Combined Authority case officer | Neil Johnson                        |

## Appraisal Summary

7.244 This scheme is a good strategic fit with the aims of the Leeds City Region and local policies and priorities.

7.245 There is a strong economic case even when COVID-19 impact is taken into account. At this decision point a benefit cost ratio (BCR) higher than 2 is anticipated which represents high value for money and this will be further developed ahead of the next decision point. Meanwhile the financial case requires further development as there is uncertainty around the funding streams. A funding strategy, including Getting Building Fund, will be developed ahead of the next decision point (full business case with finalised costs). The scheme will be managed by the Combined Authority's Enterprise Zones team which will commission specialist consultants as required.

## Recommendations

7.246 The Investment Committee recommends to the Combined Authority that:

- (i) The Langthwaite Enterprise Zone scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £5.55 million is given made up from the Local Growth Fund (£1.26 million) and Getting Building Fund (£4.29 million) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval to development costs of £1.26 million from the Local Growth Fund to develop the scheme to decision point 5 (full business case with

finalised costs), including funding to Wakefield Council to deliver the road, pre-construction enabling works and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.

- (iv) The Combined Authority enters into a funding agreement with Wakefield Council for an amount within the £1.26 million development costs from Local Growth Fund, the amount to be confirmed by the Programme team.
- (v) Approval of Funding reallocation between the Getting Building Fund and Local Growth Funding element to maximise efficient and timely use of the Local Growth Fund where allowed.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

|                       |                        |
|-----------------------|------------------------|
| <b>Project Title</b>  | <b>A61 North</b>       |
| <b>Stage</b>          | 2 (development)        |
| <b>Decision Point</b> | 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: |   |  |

## Background

- 7.247 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 7.248 The A61 (North) Bus Priority Corridor scheme forms part of the Bus Priority Corridor package, which aims to target investment in a number of key corridors to reduce bus journey times and improve the reliability of bus services. The other schemes included in the package are A660, A58, A647 and A61 (South), of which the A61 (South) and A647 have previously been approved by the Investment Committee (decision point 3).
- 7.249 Public and stakeholder engagement on the objectives of the scheme has fed into the emerging designs and a second phase of consultation took place in February/March 2019. A range of options were developed and the preferred option (medium cost) comprises of a series of improvements to bus prioritisation and complementary walking and cycling measures including:
- Extension of the existing inbound bus lane along Harrogate Road and junction improvements at Harrogate Road / Potternewton Lane.
  - Improvements to the traffic signals at the A61 / A659 junction in Harewood.
  - Upgrade to existing signal installations across the route to incorporate detection and control technology, managing and improving traffic flows and the efficiency of junction operation.

- 7.250 The primary objective of the scheme is to increase bus use and improve bus journey times which support the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It will also support the delivery of Priority 1 (Growing Businesses, Priority 2 (Skilled People and Better Jobs), and Priority 3 (Clean Energy and Environmental Resilience).
- 7.251 The programme received decision point 2 approval from the Combined Authority on 29 June 2017. As part of the LPTIP approval, the Bus Priority Corridor package was given an indicative allocation of £48.9 million towards scheme costs.
- 7.252 In April 2019, the Combined Authority approved the larger scoped A61 (North) scheme. This included significant interventions on the 'western arm' along Scott Hall Road and King Lane. The combined value of the interventions at outline business case (decision point 3) was £16.1 million, between outline business case and full business case the A61 (North) scheme was descoped to include only the prioritised 'eastern arm' element of the scheme. The combined value of the interventions at outline business case (decision point 3) was £16.1 million, but due to affordability issues in the LPTIP programme, the A61N was descoped to include only the prioritised 'eastern arm' element of the scheme.
- 7.253 The full business case therefore excludes the high cost schemes on King Lane and Scott Hall Road and instead focuses on the key delay hotspot on the higher bus frequency corridor on the eastern arm (Harrogate Road). The five packages outlined below, all of which were included in the original submission, are proposed at key junctions along the eastern arm of the A61N Corridor and come to a total scheme value of £4.41 million.
- Package 1: Harrogate Road / The Avenue (Harewood junction);
  - Package 2: Harrogate Road/Wigton Lane/Alwoodley Lane;
  - Package 3: Moortown Corner (Harrogate Road between junctions with Shadwell Lane and Street Lane;
  - Package 4: Harrogate Road / King Lane Stainbeck Road
  - Package 5: Harrogate Road / Potternewton Lane / Chapeltown Road / Harehills Lane.
- 7.254 In November 2019 works started at risk on package 3, with completion expected in August 2020.

### **Clean Growth / Climate Change Implications**

- 7.255 The scheme will deliver improved public transport (bus) and walking and cycling infrastructure that reduce car use, decreasing congestion levels and a move to a more sustainable, low carbon transport system. This will reduce levels of

harmful vehicle emissions, improving air quality. Further details of climate change implications will be brought forward at the next stage.

### **Outputs, Benefits and Inclusive Growth Implications**

7.256 The scheme outputs and benefits include:

Provision of dedicated bus lanes and associated bus priority measures:

- Upgrade at four junctions to allow for enhanced bus detection and priority
- At Moortown Corner, approximately 50 metres of bus lanes (Shadwell Lane to Allerton Grove) and 25 metres at Moortown Corner bus stop B
- Provision of shared (with bus lanes) and dedicated cycle facilities
- 300 metres shared bus/cycle lanes at the junction of Harrogate Road / Potternewton Lane
- Extension of cycle lane, by approximately 30 metres, on Chapeltown Road adjacent to the junction with Garmont Road
- Northbound cycle lane on Harrogate Road of approximately 35 metres (adjacent to the Lidl)

Junction remodelling and traffic signal replacement, including improved pedestrian facilities at Harewood, Wigton Lane, Moortown Corner and Potternewton Lane.

Overall, the scheme will deliver:

- More reliable, faster, modern bus travel;
- Reduction in car use and increase in bus, cycling and walking;
- Increased capacity in the overall transport network
- Reduced vehicle emissions;
- Expanded access to employment and education;
- Improved developer and business confidence to invest; and
- Access to employment and training.

### **Risks**

7.257 The scheme risks include:

- Public objections to the new road layout and impact on the local road network, impacting negatively on traffic flows. Mitigation: Manage through further consultation and communications exhibiting benefits of the scheme.
- Unforeseen statutory works discovered during the design stage. Mitigation: Detailed surveys and trial holes to establish the extent of potential diversions.

- Possible supply chain/resource implications as a result of Covid-19. Mitigation: Delays will be short as LPTIP scheme have been confirmed as high priority.

## Costs

7.258 The scheme costs are:

- The total delivery cost for the A61(North) is £4.41 million to be wholly funded through the Leeds Public Transport Improvement Programme.
- Approval of an additional £117,607 development funding is sought from LPTIP to progress the A61N to full business case with finalised costs (decision point 5). The additional £117,607 along with the £805,455 development costs to date take the total development cost to £923,062
- Approval of £892,141 grant funding for construction work undertaken at risk on package three, the Moortown Corner junction element. Therefore, additional funding approval of £1,009,748 requested (£117,607 + £892,141) which results in a total approval of £1,815,203.
- The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203.

## Assurance Pathway and Approval Route

| Assurance pathway                           | Approval route   | Forecast approval date |
|---|--|------------------------|
| 4 (full business case)                      | Recommendation: Investment Committee<br>Decision: Combined Authority   | 04/09/2020             |
| 5 (full business case with finalised costs) | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Managing Director    | 20/11/2020             |
| 6 (delivery)                                | Recommendation: Combined Authority's Programme Appraisal Team<br>Decision: Combined Authority's Director of Delivery | March 2021             |

## Other Key Timescales

7.259 Moortown Corner  
Works started at risk – November 2019  
Completed at risk – August 2020.

Potternewton Lane  
Works Starting – 21 September 2020  
Complete – 10 January 2021

#### Wigton Lane

Works starting – 7 September 2020

Complete – 4 October 2020

#### Harewood

Works Starting – 23 August 2020

Complete – 13 November 2020

Scheme completion – March 2021

### **Assurance Tolerances**

| <b>Assurance tolerances</b>   |
|---|
| Combined Authority costs should remain within 10% of the costs set out in this report           |
| The programme timescales should remain within 3 months of the timescales set out in this report |

### **Project Responsibilities**

|  |                              |
|--|------------------------------|
| <b>Senior Responsible Officer</b>      | Gary Bartlett, Leeds Council |
| <b>Project Manager</b>                 | Robert Mason, Leeds Council  |
| <b>Combined Authority case officer</b> | David Powell                 |

### **Appraisal Summary**

- 7.260 The A61 (North) has a strong strategic fit with national, regional and local policies and strategies. It also delivers against the objectives of the Leeds Public Transport Improvement Programme. The scheme is also well aligned with SEP Priority 4 - Infrastructure for Growth and West Yorkshire Bus Strategy. As well as improvements to bus journey times/reliability/quality it will improve facilities for cyclists and pedestrians and improve network safety for all uses.
- 7.261 The case for change is drawn from evidence of the performance of similar schemes. Procurement for delivery has already been undertaken with packages 1,2,4,5 of the scheme to be delivered through the Leeds City Highways Term Contract. Package 3 at Moortown Corner has already been delivered at risk.
- 7.262 Overall, the scheme, comprising of the five packages described, shows a benefit cost ratio, shows a combined benefit cost ratio (BCR) of 5.5 which represents 'Very High' value for money. Further evidence on value for money on each package is sought ahead of the next decision point.
- 7.263 The project will be funded through LPTIP and the key financial risks are understood. It has a clearly defined delivery plan with an existing governance structure and experienced team in place. The approach to risk is appropriate to the scale and complexity of the project and the programme appears achievable.

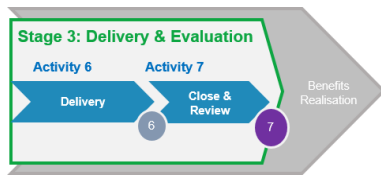


## **Recommendations**

7.264 That Investment Committee recommends to the Combined Authority that:

- (i) The A61(North) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £4.41 million is given from the Leeds Public Transport Improvement Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £117,607 are approved in order to progress the scheme to decision point 5 taking the total scheme approval to £923,062 and approval of £892,141 for construction work undertaken at risk on package three, the Moortown Corner junction element, taking the total scheme approval to £1,815,203.
- (iv) The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203 from the LPTIP fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Projects in Stage 3: Delivery and Evaluation**



7.265 Once in Delivery and Evaluation the scheme is delivered and Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its Funding Agreement. Finally, information about a scheme's performance following its completion is collected, in order to evaluate the success of the scheme.

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

## **8 Clean Growth Implications**

8.1 Clean growth implications are outlined in each scheme, see above.

## **9 Inclusive growth implications**

9.1 The inclusive growth implications are outlined in each scheme, see above.

## **10 Financial implications**

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

## **11 Legal implications**

11.1 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.

## **12 Staffing implications**

12.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

## **13 External consultees**

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

## **14 Recommendations**

### **TCF: Dewsbury–Batley–Tingley Sustainable Travel Corridor**

14.1 The Combined Authority approves that:

- (i) The Dewsbury–Batley–Tingley Sustainable Travel Corridor package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) That an indicative approval to the total project value of £6 million is granted from the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **CIP Phase 2 Delivery**

### **14.2 The Combined Authority approves that:**

- vi. The CIP Phase 2 Programme proceeds through decision point 2 (strategic outline case) and work commences on individual schemes to activity 3 (outline business case).
- vii. An indicative approval to the total programme value of £47.35 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- viii. Approval to development costs of £4 million from the West Yorkshire plus Transport Fund of which £3 million to fund business case development costs in order to progress schemes within CIP Phase 2 to decision point 3 (outline business case) and £1 million to be allocated to support programme resilience and contingency.
- ix. The Combined Authority enters into a funding agreement with: Kirklees council for expenditure up to £600,000; Calderdale council for expenditure up to £600,000; Bradford council for expenditure up to £670,000; Wakefield council for expenditure up to £1.13 million; all from the West Yorkshire plus Transport Fund
  - (i) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Brownfield Housing Fund Programme**

### **14.3 The Combined Authority approves that:**

- (i) The Brownfield Housing Fund programme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) and activity 4 (full business case) for individual schemes coming through the programme.
- (ii) An indicative approval to the total scheme value of £66.779 million is given from the Brownfield Housing Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £5 million from the Brownfield Housing Fund are approved in order to develop and manage the programme and design and develop individual schemes to the next decision point.

- (iv) Delegation of allocation of development costs and to enter into funding and legal agreements with Bradford, Kirklees, Wakefield, Calderdale and Leeds Councils and associated development activity as outlined in this report to a total combined value of £5 million from the Brownfield Housing Fund, is given to the Combined Authority's Director of Delivery to enable programme development and individual projects to progress to the next decision point.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at the next decision point through delegation to the Investment Committee and at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Active and Sustainable Travel across Bradford City Centre**

14.4 The Combined Authority approves that:

- (i) The Active and Sustainable Travel in Bradford City Centre package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value up to £30 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £1.67 million is recommended for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million.
- (iv) Enter into an amended funding agreement with Bradford Council for development costs of £1.67 million from Transforming Cities Fund, taking the total project approval to £2.15 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **Connecting employment and skills centres in Dewsbury**

14.5 The Combined Authority approved that:

- (i) The Connecting Employment and Skills Centres in Dewsbury/ Active and Sustainable Travel in Dewsbury package project proceeds through decision point 2 and work commences on activity 3 (outline business

case) for the Dewsbury Bus Station Replacement and Dewsbury town centre pedestrian and cycle improvement projects.

- (ii) An indicative approval to the total package value of £16 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **South Bradford Bus Park & Ride and Expressway**

14.6 The Combined Authority approves that:

- (i) The South Bradford Bus Park and Ride and Expressway project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £20 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) £335,000 of development costs have been approved to date for this scheme and a further £1.02 million development funding is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total funding approved to £1.36 million
- (iv) The Combined Authority enters into an amended funding agreement with Bradford Council for this scheme up to £1.02 million from the Transforming Cities Fund bringing the total scheme approval to £1.34 million
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **Network Navigation - West Yorkshire**

14.7 The Combined Authority approves that:

- (i) The Network Navigation project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £15.20 million is given from the Transforming Cities Fund and £300,000 from Integrated Transport Bloc funding with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access**

14.8 The Combined Authority approves that:

- (i) The Transforming Access to Bradford Interchange package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total Combined Authority funding of £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £350,000 have been approved for this project to date. A further £2.69 million from the Transforming Cities Fund is recommended for approval to progress to decision point 3 (outline business case).
- (iv) Enter into an amended funding agreement with Bradford Council for additional development costs of up to £2.69 million from the Transforming Cities Fund, taking the total amount approved to £3.04 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **City Connect Phase 3 Canals**

14.9 That the Combined Authority approves that:

- (i) That the CityConnect Phase 3 canals project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with final costs).
- (ii) That an indicative approval to the total project value of £1.363 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Transforming Access to Brighouse and Elland Railway Stations**

14.10 The Combined Authority approves that:

- (i) The Transforming Cycling and Walking Access in Brighouse and Elland Railways Stations package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) for the Brighouse Cycling and Walking Improvement Scheme and activity 4 (full business case) for the Elland Station Access scheme.
- (ii) An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.



## **Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)**

14.11 The Combined Authority approves that:

- (i) The Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) An indicative approval to the total value of Combined Authority funding £16 million is given from the Transforming Cities Fund to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approve for further development costs to progress this scheme to decision point 3 (outline business case) of £80,000, taking the total approved to £350,000 and enter into an amended funding agreement with Kirklees Council for an additional £80,000 from the Transforming Cities Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **West Bradford - Cycle Superhighway**

14.12 The Combined Authority approves that:

- (i) The West Bradford – Cycle Superhighway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £17.5 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £175,000 have been approved for this project to date. A further £1.25 million from the Transforming Cities Fund is recommended for approval for developments costs in order to progress the project to decision point 3 (outline business case)
- (iv) Approval to enter into an amended funding agreement for this scheme with Bradford Council for an additional £1.25 million for development costs from the Transforming Cities Fund, taking total approved to £1.43 million

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **Tong Street A650 Highway**

14.13 The Combined Authority approves that:

- (i) The Tong Street A650 Highway 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 up to £20 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £24.49 million.
- (iii) Additional development costs of £2.53 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2.715 million.
- (iv) The Combined Authority enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £2.715 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **A660 Headingley Hills**

14.14 The Combined Authority approves that:

- (i) The A660 Headingley Hill scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £5.1 million is granted from a funding source to be identified before the next decision point, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) Development costs of £825,807 from the West Yorkshire plus Transport Fund are approved in order to progress the scheme to decision point 4 (full business case with finalised costs).
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for £825,807 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Enterprise Zone – Langthwaite**

14.15 The Combined Authority approves that:

- (i) The Langthwaite Enterprise Zone scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £5.55 million is given made up from the Local Growth Fund (£1.26 million) and Getting Building Fund (£4.29 million) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval to development costs of £1.26 million from the Local Growth Fund to develop the scheme to decision point 5 (full business case with finalised costs), including funding to Wakefield Council to deliver the road, pre-construction enabling works and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.
- (iv) The Combined Authority enters into a funding agreement with Wakefield Council for an amount within the £1.26 million development costs from Local Growth Fund, the amount to be confirmed by the Programme team.
- (v) Approval of Funding reallocation between the Getting Building Fund and Local Growth Funding element to maximise efficient and timely use of the Local Growth Fund where allowed.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **A61 North**

14.16 The Combined Authority approves that:

- (i) The A61(North) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £4.41 million is given from the Leeds Public Transport Improvement Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £117,607 are approved in order to progress the scheme to decision point 5 taking the total scheme approval to £923,062 and approval of £892,141 for construction work undertaken at risk on package three, the Moortown Corner junction element, taking the total scheme approval to £1,815,203.
- (iv) The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203 from the LPTIP fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Additional Approval – Growing Places Fund**

14.17 The Combined Authority approves that:

- (i) Authority is delegated to the Combined Authority's Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

## **Tranche 2 Emergency Active Travel Funding**

14.18 The Combined Authority delegates authority to Investment Committee to approve:

- (i) The Tranche 2 Emergency Active Travel Assurance Framework pathway and approvals.
- (ii) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million,

but this could vary as the final allocation is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.

- (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners.

## **15 Background documents**

- 15.1 Business case summaries for the schemes recommended for approval by the Investment Committee on 11 August are available here:

[11 August Investment Committee](#)

- 15.2 Business case summaries for the schemes recommended for approval by the Investment Committee on 1 September are available here:

[1 September Investment Committee](#)

## **16 Appendices**

**Appendix 1** – Background to the Combined Authority's assurance framework

**Appendix 2** – Location maps for the schemes presented in this report