

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON TUESDAY, 1 OCTOBER 2019
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
 1. To highlight Appendix 6 to Agenda Item 5 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
 2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 5.2 of Agenda Item 5.
 3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 6 to Agenda Item 5 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON 3 SEPTEMBER
(Pages 1 - 10)

5. CAPITAL SPENDING & PROJECT APPROVALS
(Pages 11 - 144)

Signed:

A handwritten signature in black ink, consisting of the letters 'BSM' in a stylized, cursive font. A horizontal line is drawn underneath the signature.

**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE
HELD ON TUESDAY, 3 SEPTEMBER 2019 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Peter Box CBE (Chair)
Roger Marsh OBE (Deputy Chair)

Councillor Alex Ross-Shaw
Councillor Jonathan Pryor
Councillor Jane Scullion
Councillor Andrew Waller
Councillor Peter McBride

Wakefield Council
Leeds City Region Enterprise
Partnership
Bradford Council
Leeds City Council
Calderdale Council
City of York Council
Kirklees Council

In attendance:

Councillor Kim Groves
Colin Booth
Suzanne Gallagher
Peggy Haywood
Angela Taylor
Craig Taylor
Patrick Bowes
Sara Brook
Lisa Childs
Caroline Coy
Vicky Dumbrell
Adam Kendall Ward
Fiona Limb
Jess McNeill
Andrew Norman
Heather Waddington
Leanne Walsh
Ben Kearns

Leeds City Council
Leeds City College
Leeds City College
MHCLG
West Yorkshire Combined Authority
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8. Apologies for Absence

An apology for absence was received from Councillor Denise Jeffrey.

9. Declarations of Disclosable Pecuniary Interests

There were no disclosable pecuniary interests declared by Members at the meeting.

10. Exempt Information - Possible Exclusion of the Press and Public

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 7 to item 7, Appendix 1 to Agenda Item 8 and Appendices 1 to 6 for Agenda Item 9 have been identified as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

11. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 11 July

Resolved: That the minutes of the West Yorkshire and York Investment Committee held on 11 July be approved.

12. Leeds City College - Quarry Hill Campus

The Committee was provided with a presentation from Colin Booth and Suzanne Gallagher on behalf of Leeds City College. The presentation focussed on how the grant and loan provided by the Combined Authority had been used to build a new college facility at Quarry Hill. The College reported the success of the project and noted that student enrolment numbers had increased. The Committee welcomed the positive update on the Quarry Hill campus and noted the value of partnership working.

Resolved: That the presentation be noted.

13. Capital Programme Update

The Committee considered a report which provided an update on the Growth Deal programme and the Leeds Public Transport Investment Programme. The Committee noted the actual spend at quarter 1 which was 7.3% of the outturn forecasts. Members also noted the review of the growth deal which was set to take place in early October.

Resolved: That the progress made in implementing the Combined Authority capital programme including the Growth Deal and Leeds Public Transport Investment Programme be noted.

14. Capital Spending & Project Approvals

The Committee considered a report which set out 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 Local Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.

Members discussed the proposals for the progression of the following schemes which were detailed in the submitted report:

- Halifax Bus Station scheme
- Clifton Business Park (Enterprise Zone)
- Conditioning House scheme
- Leeds Flood Alleviation Scheme Phase 2
- Enterprise Zone Gain Lane project
- A62 / A644 (Wakefield Road) Link Road
- A692 phase 2
- A58 / A672 Calderdale Council Corridor Improvement Programme
- A646 / A6033 Calderdale Council Corridor Improvement Programme
- Hebden Bridge Park & Ride
- York Outer Ring Road phase 2 delivery A1237 – Monks Cross
- A629 Phase 4 scheme

The Committee was also advised of the following decisions made through delegations to the Combined Authority's Managing Director since the last meeting:

- City Connect Phase 3
- Corporate Technology Programme – Package AO1
- Leeds Station Gateway – New Station Street Improvements
- West Yorkshire Integrated Urban Traffic Management Control (UTMC) – Element B1 (common cloud based database)
- Tackling Fuel Poverty Programme
- Elland Road Park and Ride Expansion (Phase 3)

Resolved:

- (i) That in respect of the Halifax Bus Station scheme the Investment Committee recommends to the Combined Authority:
 - a) That the Halifax Bus Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - b) That an indicative approval to the total project value of £15.4 million be given, with delivery funding dependent on the TCF bid outcome, 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).
 - c) That development costs of £200,000 be approved from the West Yorkshire plus Transport Fund in order to assist in the progress of the scheme to decision point 4 (full business case), taking total

approval to £566,415.

- d) That 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.
- (ii) That in respect of the Clifton Business Park (Enterprise Zone) the Investment Committee recommends to the Combined Authority:
- a) That the Clifton Business Park (Enterprise Zone) scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - b) That development costs of £3.156 million are approved in order to assist in the progress of the scheme to decision point 5 (full business case with finalised costs), taking total approval to £3.356 million.
 - c) That the Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £3.356 million from the Local Growth Fund.
 - d) That 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.
- (iii) That in respect of the Conditioning House scheme the Investment Committee approves:
- a) That the Conditioning House scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs)
 - b) That an indicative approval to the total project value of £1.5 million is given from the Local Growth 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). The total scheme cost is £13.847 million
 - c) That 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.

- (iv) That in respect of the Leeds Flood Alleviation Scheme Phase 2 the Investment Committee approves:
 - a) That the Leeds Flood Alleviation Scheme Phase 2 proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
 - b) That full approval of the Combined Authority's contribution of up to £3.9 million, which will be funded through the Local Growth Fund, is given with full approval to spend. The total project value is £76.390 million.
 - c) That the Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £3.9 million from the Local Growth Fund.
 - d) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in
- (v) That in respect of the Enterprise Zone Gain Lane project the Investment Committee approves:
 - a) That the Enterprise Zone Gain Lane project proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
 - b) That an approval of up to £9.877 million for the Combined Authority contribution to the scheme be granted from the Local Growth Fund.
 - c) That the Combined Authority enter into a Funding Agreement with Marshall Construction Limited for expenditure up to £9.877 million.
 - d) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6 through a delegation to the 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.
- (vi) That in respect of the change request to the A62 / A644 (Wakefield Road) Link Road project the Investment Committee approved:
 - a) That the change request to the A62 / A644 (Wakefield Road) Link Road project for additional funding of £215,000 to support project development costs towards developing the outline business case from the West Yorkshire plus Transport Fund.
 - b) That the change request to the A62 / A644 (Wakefield Road) Link Road project for an extension on time from November 2018 to

March 2020 for outline business case submission.

- c) That the Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council to reflect the revised timescales and for additional expenditure of up to £215,000 from the West Yorkshire plus Transport Fund. This takes the total expenditure on development costs up to £965,000.
 - d) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4, 5 and 6 through delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within tolerances outlined in this report.
- (vii) That in respect of the change request to the A692 phase 2 project the Investment Committee approves:
- a) That the change request to the A629 phase 2 project for additional funding of £632,000 from the West Yorkshire plus Transport Fund, taking the total approval to £3.613 million.
 - b) That the change request for the A629 phase 2 project to extend delivery timescales, with forecast completion now revised to September 2023.
 - c) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales and for additional expenditure of £632,000, taking the total value to £3.613 million to be funded from the West Yorkshire plus Transport Fund.
 - d) That 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.
- (viii) That in respect of the A58 / A672 Calderdale Council Corridor Improvement Programme Scheme the Investment Committee approved:
- a) That the extension to project delivery timescales of the A58 / A672 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
 - b) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
 - c) That 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.

- (ix) That in respect of the A646 / A6033 Calderdale Council Corridor Improvement Programme the Investment Committee approves:
 - a) That the extension to delivery timescales of the A646 / A6033 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
 - b) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
 - c) That 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.

- (x) That in respect of the change request to the York Guildhall project the Investment Committee approved:
 - a) That the change request to the York Guildhall project to extend the project completion date from December 2018 to March 2021.
 - b) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council to reflect the revised project completion date.
 - c) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

- (xi) That in respect of the Hebden Bridge Park & Ride project the Investment Committee approved:
 - a) That the change request to the Hebden Bridge Rail Park & Ride project for additional funding of £130,000 from the West Yorkshire plus Transport Fund, taking the total approval to £884,445.
 - b) That the change request for the Hebden Bridge Rail Park & Ride project to extend delivery timescales by 6 months.

- c) That the Combined Authority enters into an Implementation Agreement (IA) with Network Rail for total expenditure of up to £344,000 to be funded from the West Yorkshire plus Transport Fund. This will take the form of a revised IA for the total amount or a variation for £130,000 in addition to the existing IA for £214,000.
 - d) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.
- (xii) That in respect of the York Outer Ring Road phase 2 delivery A1237 – Monks Cross Investment Committee approved:
- a) That the change request to the York Outer Ring Road phase 2 delivery A1237 – Monks Cross project to provide an extension on time from October 2019 to June 2021.
 - b) That the Combined Authority enters into an addendum to the existing funding agreement with York Council to reflect the revised timescales.
 - c) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.
- (xiii) That in respect of the A629 Phase 4 scheme the Investment Committee approved:
- a) That the A629 Phase 4, scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - b) That an indicative approval to the total project value of £25.928 million is given 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).
 - c) That additional development costs of £3.94 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
 - d) That to fund land acquisition costs of up to £2.5 million is approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.
 - e) That the Combined Authority enters into an addendum to the

existing funding agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.

- f) That future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal.

15. Future Plans, Grants and Loans Update

Members considered a report which set out future plans for grants and loans. Members noted that this was an interim report and that a further session with consultants would be organised when the final report was formulated.

Resolved: That the report be noted.

16. ESIF SUD

The Committee considered a report on two outline applications and three full applications for Sustainable Urban Development (SUD), part of the European Structural and Investment Funds (ESIF) and provided advice regarding the applications to the Combined Authority in its role as the Intermediate Body.

Resolved: That the Investment Committee recommend to the Combined Authority the three full applications and the two outline applications for SUD, part of the ESIF Programme.

17. Minutes of the Meeting of the Business Investment Panel held on 12 July

Resolved: That the draft minutes of the Business Investment Panel held on 12 July 2019 be noted.

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Report to: West Yorkshire and York Investment Committee

Date: 1 October 2019

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Ian Pegg

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 Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

2 Integrated Clean Growth

- 2.1 Through the Assurance Framework and other internal decision-making procedures, we will review and embed clean growth considerations into our activities.
- 2.2 We will:
 - Build on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2) and we will review decision point 2 onwards and continue to strengthen clean growth considerations, including climate change impacts.
 - Develop a robust quantifiable methodology for assessing all new schemes predicted carbon emissions/ wider clean growth impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.

- Include clean growth, including climate change, impact assessment / considerations in all Capital Spending and Project Approvals reports from December 2019.

3 Report

3.1 This report presents proposals for the progression of 10 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £268,102 million when fully approved, of which the total value of £192,692 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<p><u>Scheme</u></p> <p>Temple Green Park and Ride</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>Due to a high level of current and future demands, this scheme seeks to deliver up to 389 additional parking spaces at the existing Temple Green Park & Ride site, with procurement of an additional park & ride bus service.</p> <p>The scheme is to be funded from the Leeds Public Transport Investment Programme (LPTIP), with a small developer (Section 106) funding contribution.</p> <p><u>Impact</u></p> <p>The scheme seeks to increase bus patronage, with an extended car park offering capacity to encourage additional (and existing) commuters to choose the bus for journeys in to and out of Leeds city centre, supporting local and regional transport policies and strategies, including the forthcoming Clean Air Zone.</p> <p>The scheme will help reduce city centre congestion levels and support improving air quality, to provide a better quality of life for local residents and commuters. The scheme will also support improving the access to employment via a sustainable mode of travel.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total scheme cost: £7.386 million</p> <p>Combined Authority contribution: £6.954 million</p> <p>Funding approval sought: £2.261 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Castleford Growth Corridor</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver highway improvements as well as provision of new and enhanced cycle way and pedestrian footpaths along the Castleford Growth Corridor. Additionally scheme delivery is to include public realm improvements by opening up views and public access to the River Aire.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p>

	<p><u>Impact</u></p> <p>Scheme delivery will support housing developments and connectivity to/from the corridor through reducing existing transport constraints, improving journey reliability, and reducing journey times. Additionally, the scheme will encourage active mode travel through delivery of increased and enhanced cycle and pedestrian provision.</p> <p>The scheme supports the inclusive growth principle of better quality of life, through improving connectivity and reducing severance issues.</p> <p>The value for money assessment reflects a benefit cost ratio of 2.3:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) subject to match funding being secured.</p> <p>Total scheme cost: £7.079 million</p> <p>Combined Authority contribution: £6.858 million</p> <p>Funding approval sought: £1.839 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>City Connect: (Cooper Bridge) Bradley to Brighouse</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The project will deliver a 6.5km cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but provide strategic links to the highway network.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Scheme delivery will support reducing traffic congestion along the A62/A644 by providing a safe, alternative active travel route for commuters, leisure walkers, and cyclists, encouraging mode shift from car use for a range of journey purposes.</p> <p>The scheme supports inclusive growth and better quality of life with uptake of active mode travel to reduce traffic congestion and improve air quality and health, as well as enhancing connectivity to communities and jobs via a sustainable mode of travel.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total scheme cost: £2.328 million</p>

	<p>Combined Authority contribution: £1.862 million</p> <p>Funding approval sought: £350,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>South Kirkby Enterprise Zone</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The South Kirkby Enterprise Zone (EZ) is one of a package of sites that make up the Leeds City Region (LCR) EZ Programme. The aim of this programme is to accelerate the delivery of high quality employment sites and floorplate and supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>The scheme involves a 2.64 hectare extension to the existing South Kirkby Business Park, located adjacent to the M1 and A1 in Wakefield, to develop four new industrial/warehouse units.</p> <p>The site is owned by a private sector developer who is seeking funding from the Combined Authority to bridge a gap in the viability of the scheme</p> <p><u>Impact</u></p> <p>The scheme will directly deliver 2.64 hectares of serviced employment land and 6,085m² (65,500 ft²) for industrial/warehouse use. It has the potential to generate 115 net jobs and an uplift in Gross Value Added (GVA) of £7 million per annum subject to the take-up of floorspace by occupiers/end users.</p> <p>The scheme promoter will be required to make Inclusive Growth commitments as part of any subsequent funding agreement. Additionally the scheme will ensure sustainable economic growth through making more efficient use of employment land and managing traffic access into the site.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 and work commences on activity 5 (Full business case with finalised costs).</p> <p>Total value of Combined authority funding – up to £2.826 million</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Steeton and Silsden Rail Car Park</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver an extension to the existing car park at Steeton & Silsden rail station, increasing the free parking capacity by 104 spaces through the installation of 2 parking decks.</p> <p>Scheme delivery is to also include CCTV provision, one fully accessible lift, enhanced draining infrastructure, increased blue badge bay provision and electrical ducting to future proof 2 electric vehicle charging bays.</p>

	<p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Scheme delivery will encourage existing and new users to choose the train as a sustainable mode of transport for onward journeys, supporting the reduction in congestion levels and improving air quality.</p> <p>Supporting better air quality is one of the inclusive growth principles the scheme will support, as well as improving the access and connectivity to employment and communities via public transport.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs and work commences on activity 6 (delivery).</p> <p>Total scheme cost: £3.879 million</p> <p>Combined Authority contribution: £3.879 million</p> <p>Funding approval sought: £3.768 million (£110,000 approved to date)</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>A61 (South) Corridor</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.</p> <p>The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services, reducing carbon emissions and supporting further economic growth in the Aire Valley and Southbank areas of Leeds</p> <p><u>Impact</u></p> <p>The scheme has a forecast benefit cost ration of 2.1:1 which represents high value for money based on significant potential benefits to bus users and those walking and cycling in the corridor.</p> <p>It will improve bus journey times and reliability (especially during peak periods), increasing bus patronage and the share of non-car modes (public transport, cycling and walking) using the corridor.</p> <p>This will potentially remove 263,000 car kilometres from the road network into Leeds City Centre each year and, together with the continued investment in low emission buses (including</p>

	<p>a fleet of ultra-low emission electric buses operating from the proposed Stourton Park & Ride site), the scheme will also help to improve air quality and health outcomes in the surrounding areas.</p> <p>The scheme will improve access to jobs, training and services in the corridor catchment area and lead to a reduction in the number and severity of accidents along the corridor as a result of changes to the highways layout and prioritisation measures, including additional space for cycling and walking</p> <p><u>Decision sought</u></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 - £18.247 million</p> <p>Total value of Combined Authority funding - £18.037 million</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>East Leeds Orbital Route</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme is phase 2: East Leeds Orbital Road - a new 7km dual carriageway that will stretch from the ORR at Red Hall round the east side of Leeds to Thorpe Park (A612/A61), joining up with the Manston Lane Link Road. This will be a 50mph route complete with enhanced landscaping together with pedestrian and cycle infrastructure. Construction is to commence December 2019.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>As a result of the scheme, it is expected to reduce congestion levels on the outer ring road, enabling opportunity to make active travel enhancements to the A6120. To accommodate the strategic orbital traffic and the ELE housing development, the Manston Lane Link Road is also to be expanded.</p> <p>The scheme supports inclusive growth of a better quality of life with improved transport connectivity to communities and employment, an enhanced urban environment with improved public realm (including a major new housing development), and improved health through reduction in congestion levels and enhanced active travel provision. Environmental benefits include the provision of a green corridor for pedestrians, cyclists and equestrians.</p> <p>The value for money assessment when assessed against the Department for Transport's value for money criteria reflects an initial benefit cost ratio (BCR) of 1.9:1 (medium value for money), with an adjusted BCR of 5:1 (very high value for money) when accounting for wider scheme benefits.</p> <p><u>Decision sought</u></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 scheme cost: £147.49 million</p> <p>Combined Authority contribution: £90.330 million</p> <p>Funding approval sought: £64.473 million (£25.857 million already approved)</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Headrow City Centre Gateway</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The Headrow City Centre Gateway scheme will enhance a major gateway to Leeds city centre for bus users, pedestrians, and cycle users, through a series of bus infrastructure, public realm, pedestrian and cycling improvements.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>Scheme delivery will improve bus journey time reliability and reduce bus journey times, and enhance the bus shelter waiting environment.</p> <p>Implementation of improved pedestrian and cycling provision will enhance connectivity for active modes, making the area safer and more inclusive, encouraging active travel.</p> <p>High quality public realm will enhance the townscape, making the city centre more attractive to visitors, residents, employees and prospective investors</p> <p>The scheme supports inclusive growth of a better quality of life, with improvements to support better air quality and health through the reduction in congestion and improved active mode offer, as well as an enhanced townscape and urban environment through the public realm improvements.</p> <p>The value for money assessment is based on a benefit cost ratio of 1.2:1, which means the scheme is defined as low value for money according to the Department for Transport's criteria.</p> <p><u>Decision sought</u></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 scheme cost: £22.75 million</p> <p>Combined Authority contribution: £22.75 million</p> <p>Or £20.25 million should the capital contribution be granted, subject to outcome of the Leeds city centre £2.5m capital bid on 18 September</p> <p>Funding approval sought: £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>Stourton Park and Ride Leeds</p>	<p>This scheme will deliver a new park & ride site capable of accommodating up to 1200 vehicles. The site will be fully electric, with solar panel provision to operate the site and support charging to run the fully electric bus services to/from Leeds city centre.</p> <p>In addition to the parking provision, the site will also include electric charge points for vehicles, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers.</p> <p>Implementation of dedicated walking and cycling facilities will also be delivered through the scheme, to provide enhanced connectivity to/from the park & ride site and to the Leeds cycle network.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme will encourage mode shift to a more sustainable mode of travel to/from Leeds city centre for up to 1200 users per day, and support active travel with implementation of dedicated walking and cycling facilities, reducing congestion levels, increasing bus patronage, and improving air quality. Being a fully electric operated and service site, this will further support air quality targets, including the recently declared climate emergency in Leeds, and the forthcoming Clean Air Zone.</p> <p>The scheme supports inclusive growth of a better quality of life, with the park & ride site to provide connectivity to jobs, education, and communities via a sustainable mode of travel, as well as improve health by encouraging active mode travel and improving air quality within the area.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.58:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total scheme cost: £36.99 million</p> <p>Combined Authority contribution: £34.16 million</p> <p>Funding approval sought: £0 (£2.935 million secured at outline business case is sufficient to fund business case development costs to full business case with finalised costs)</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

- 3.2 This report also presents recommendations for the following scheme that has had a change request assessed in line with the Combined Authority's assurance process. This scheme has a funding value of £3,952 million when fully approved, of which £3,952 million will be funded by the Combined

Authority. Further details on the scheme is summarised below and can be found as part of this report.

<u>Scheme</u>	<u>Scheme description</u>
<p>Rail Park & Ride Programme Phase 1: Mytholmroyd</p> <p>Calderdale</p>	<p>This scheme forms part of the Rail Park and Ride Programme and will create a new car park consisting of 193 additional car parking spaces, 10 new blue badge spaces, cycle stands and future proofing for electric charging bays at Mytholmroyd Rail Station.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund and supports SEP Priority 4 (Infrastructure for Growth).</p> <p><u>Impact</u></p> <p>The programme will:</p> <ul style="list-style-type: none"> • Enhance rail accessibility – extend free rail car parking and enhance employment accessibility, through the provision of additional car parking spaces; Improve overall journey times, through better access to the rail network; Increase provision of Blue Badge parking bays. • Increase access to employment and facilitate growth. The forecast increase to Gross Value Added (GVA) at programme level - £8.2 million; Forecast employment benefit at programme level – an additional 117 jobs • Deliver carbon savings – reduce car journeys and encourage modal shift onto rail, through improved accessibility to the rail network. <p>The BCR for the Mytholmroyd scheme is 2.4:1. Judging the scheme as high value for money when assessed against the Department for Transport’s value for money criteria.</p> <p>The station does not have a car park currently. This scheme enables the creation of over 200 car park spaces at Mytholmroyd Rail Station which will contribute towards a reduction in carbon emission through the increase use of public transport.</p> <p><u>Decision sought</u></p> <p>Activity 6 change request to a) increase the total scheme cost from £3.64 million to £3.952 million and b) extend the delivery timeframe from December 2019 to December 2020.</p> <p>Total value – £3.952 million</p> <p>Total value of Combined Authority funding – £3.952 million</p> <p>Funding recommendation sought - £312,136</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

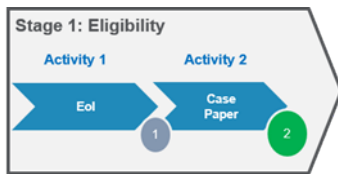
3.3 Since the Investment Committee’s meeting on 3 September 2019, the following decision points and change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £10,324,000 million has been approved.

<p><u>Scheme</u></p> <p>West Yorkshire Combined Authority Head Office Accommodation project Leeds</p>	<p><u>Scheme description</u></p> <p>As part of the West Yorkshire Combined Authority and the Local Enterprise Partnership (LEP) Transformation Programme changes to head office accommodation are required which will bring the organisation together and create fit for purpose facilities for staff, members, visitors and partners. The accommodation project will deal with a clearly identified gap in terms of office quality and facilities, as well as a consolidation of office buildings.</p> <p><u>Decision</u></p> <p>The Managing Director approved decision point 5 on 12th August 2019 giving full approval to spend £7.488 million. This will be funded entirely by the Combined Authority (from the approved budget for Corporate Projects). This includes the previously approved development costs of £375,000.</p>
<p><u>Scheme</u></p> <p>Castleford Rail Station Gateway Wakefield</p>	<p><u>Scheme description</u></p> <p>The Castleford Rail Station Gateway scheme which will see the enhancement of the existing rail station facility to provide a new, high quality, modern waiting facility and pedestrian linkages with Castleford town centre and the bus station, providing an attractive and welcoming gateway to the town. This, together with the recently completed (2016) £6 million Castleford Bus Station refurbishment, will create a public transport 'Hub' for Castleford.</p> <p><u>Decision</u></p> <p>The Managing Director approved the decision point 5 on 23rd August 2019 and that work can commence on delivery point 6. Full approval to spend the total project value of £2.836 million from the West Yorkshire plus Transport Fund has been given.</p>

4 Information

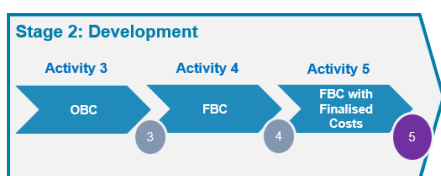
- 4.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

Projects in stage 1: Eligibility



- 4.2 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.
- 4.3 There are no schemes requiring consideration at this assurance stage.

Projects in Stage 2: Development



- 4.4 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.

Project Title	Temple Green Park and Ride
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.5 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.
- 4.6 The Temple Green Park & Ride (P&R) site is located approximately 7km to the east of Leeds city centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.
- 4.7 The P&R facility first opened in June 2017 and currently has a capacity of 1000 spaces. User numbers have continued to rise since opening, with the site now regularly achieving a daily demand of more than 900 vehicles.
- 4.8 The scheme will deliver up to an additional 389 parking spaces, taking the total number of spaces to 1389. The proposal has been informed by an independent

demand forecasting report on future user demand, which concluded a possible need for circa 1450 spaces by 2036.

- 4.9 Delivery of the Temple Green P&R extension will support addressing some of the transport challenges faced by commuters, primarily congestion and access to employment. Increasing the car park capacity will encourage additional (and existing) commuters to complete their journeys by bus, and in the process reduce congestion, improve journey times, and support better air quality, deemed as significant constraints to the attractiveness of the city centre for both current and prospective employers.
- 4.10 The scheme supports the priority area 4 Infrastructure for Growth of the Leeds City Region Strategic Economic Plan.
- 4.11 The scheme has come forward at outline business case with a total scheme cost forecast of £7.386 million, with the Combined Authority to contribute £6.954 million from the Leeds Public Transport Investment Programme (LPTIP).
- 4.12 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 4.13 The scheme outputs and benefits include:
- The scheme will contribute to the ambition to double bus patronage within West Yorkshire, leading to increased use of sustainable modes of travel and encourage the change in travel patterns due to improved journey times and reliability.
 - Improved environmental conditions along roads to and from Leeds city centre (thereby supporting the Clean Air Zone).
 - The economic assessment reflects a benefit cost ratio of 1.74:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.
 - The scheme will deliver inclusive growth principles such as better quality of life through improving the air quality for local residents and commuters, as well as improving connectivity and enhancing access to employment through a sustainable mode of travel.

Risks

- 4.14 Scheme risks include:
- Budget - Cost estimate may exceed anticipated costs at outline business case. Close engagement with delivery partner to be maintained in the development of detailed design.

- Planning - Improvement works may be required to the M1 Junction 45. Transport assessment being prepared in support of the planning application which will identify whether such improvements are required.
- Planning - Preliminary surveys cannot rule out the presence of Great Crested Newts. Identify presence of protected species/flora/fauna early then design mitigation early in design process.

Costs

- 4.15 The total forecast scheme cost at outline business case (decision point 3) is £7.386 million.
- 4.16 The Combined Authority is to fund £6.954 million through the Leeds Public Transport Investment Programme (LPTIP), with a £432,000 Section 106 developer contribution, subject to planning.
- 4.17 At outline business case, the promoter seeks approval of £2.261 million, of which £841,000 is to fund business case development costs to decision point 5 (full business case with finalised costs), and £1.42 million land acquisition costs (land required for scheme delivery).
- 4.18 The Combined Authority to enter in to a variation of the existing funding agreement with Leeds City Council, which is in place to facilitate LPTIP schemes coming forward through the assurance process.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/05/2020

Other Key Timescales

- Construction commence date of June 2020.
- Construction complete date of March 2021.

Assurance Tolerances

Assurance tolerances
That increase to scheme costs remain within 10% of that set out in this report
That programme delivery timescales remain within 3 months to that set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Mohammed Mahmood, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.19 At outline business case, the strategic drivers for investment and inclusion in to the Leeds Public Transport Investment Programme are well presented, with the scheme demonstrating support to the delivery of local and regional transport fund policies and strategies, including the forthcoming Clean Air Zone - and priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan.
- 4.20 The commercial case provides strong justification for market uptake, validating the proposed delivery of an additional 389 parking spaces through the existing monitoring in place and through an independent assessment of various scenarios to inform the future demand forecast.
- 4.21 The scheme cost, including land acquisition costs, has been clearly presented, with the promoter demonstrating scheme affordability within the Leeds Public Transport Investment Programme through the development of the revised Leeds Public Transport Investment Programme funding strategy and prioritisation paper.
- 4.22 The value for money assessment reflects a benefit cost ratio of 1.74:1, judging the scheme as medium value for money when judged against the Department for Transport's criteria. The steps taken to develop the economic case have been adequately detailed, with a reasonable level of confidence provided to support the forecast demand and benefit assumptions.

Recommendations

- 4.23 The Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Public Transport Investment Programme Temple Green Park & Ride Extension project proceeds through outline business case (decision point 3) and work commences on full business case (decision point 4).

- (ii) An indicative approval to the Combined Authority's contribution of £6.954 million (which will be funded through the Leeds Public Transport Investment Programme) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £7.386 million.
- (iii) Development costs of £841,000 are approved in order to progress the scheme to full business case plus finalised costs (decision point 5), with a further £1.42 million approved to fund land purchase costs expended at risk by Leeds City Council, taking total approval to £2.261 million.
- (iv) The Combined Authority enters into a variation of the existing Funding Agreement with Leeds City Council for Leeds Public Transport Investment Programme schemes, for expenditure of up to £2.261million from the Leeds Public Transport Investment Programme fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 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.

Project Title	Castleford Growth Corridor
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.24 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.
- 4.25 The Castleford Growth Corridor area extends from the town centre along the banks of the River Aire to the Fryston village in the east, and contains extensive areas of vacant industrial and brownfield land, as well as being bisected by the railway line.
- 4.26 This scheme will deliver highway improvements along the corridor including carriageway widening at Aire Street to provide an additional west bound lane, improvements to the Lock Lane and Savile Road roundabouts, signal-controlled junction improvement, and improved crossing facilities for pedestrians.
- 4.27 There will also be provision of a new cycle way and footpaths to provide a continuous route for pedestrians and cyclists along the full length of the corridor, as well as public realm improvements on Savile Road, by opening up views and public access to the River Aire - an opportunity presented due to the land acquisition required for the footway/cycleway improvements.
- 4.28 The area has been designated as a Housing Zone by the government. This scheme will facilitate delivery of 934 homes by reducing transport constraints. It is also anticipated to improve journey time reliability for all modes by reducing journey times on specified routes, improve connectivity to / from the growth corridor area, and encourage active mode travel through enhanced cycling and walking provision.

- 4.29 The scheme supports the priority area 4 Infrastructure for Growth of the Leeds City Region Strategic Economic Plan.
- 4.30 The scheme has come forward at outline business case with a total scheme cost forecast of £7.079 million, with the Combined Authority to contribute £6.858 million from the West Yorkshire plus Transport Fund (WY+TF).
- 4.31 A summary of the scheme's business case and location map is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 4.32 The scheme outputs and benefits are:
- To facilitate the delivery of 934 new homes in Castleford by 2031, by reducing transport constraints to development.
 - To improve journey time reliability for all modes by reducing journey times on specified routes by 5% by 2025 through reducing transport constraints.
 - To improve connectivity to, from, and within the Castleford Growth Corridor area, promoting access to inclusive growth for all and access to green infrastructure.
 - Enhance provision for active modes by providing 2,911m of new and enhanced cycleway/footpath and 6 pedestrian crossing facilities, by opening year.
 - To improve road safety by reducing the number of accidents by 10% by 2025.
 - To improve the urban environment by providing 1,200 sqm of additional public open space.

Risks

- 4.33 The scheme risks are:
- Requirement to acquire land from unknown/unwilling owners, or at an unrealistic asking price, leading to the requirement for land to be acquired via compulsory purchase orders, resulting in potential overspend costs and delays to the programme. To be mitigated by early engagement and the prioritisation of construction of other scheme elements to remain within delivery timescales.
 - Scope and cost of utility service diversions not fully known at this stage, and could result in time delays and costs to programme. To be mitigated by including allowance in feasibility budget for surveys and ensuring adequately detailed costs at next stage.

Costs

- 4.34 The total forecast scheme cost at outline business case is £7.079 million.
- 4.35 The Combined Authority is to fund £6.858 million through the West Yorkshire plus Transport Fund, with a £221,000 contribution from Homes England.
- 4.36 At outline business case, the promoter seeks development cost approval of £1.639 million, of which £660,000 is to fund business case development costs to decision point 5 (full business case with finalised costs), and £979,000 to cover forecast land acquisition costs. This takes the total development cost approval to £1.839 million.
- 4.37 The Combined Authority to enter in to an addendum to the existing funding agreement with Wakefield council, for expenditure up to £1.839 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2021

Other Key Timescales

- The forecast construction commence date is April 2021.
- The forecast construction completion date is March 2022.

Assurance Tolerances

Assurance tolerances
That the total scheme costs remain within 10% of costs set out in this report. That delivery timescales remain within 6 months of that set out in this report.

Project responsibilities

Senior Responsible Officer	Neil Rodgers, Wakefield Council
Project Manager	Paul Stevenson, Wakefield Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.38 The strategic drivers for investment through the transport fund are well presented, with the planned highway improvements and active mode provision supporting the West Yorkshire transport strategies and policies, as well as the Leeds City Region Strategic Economic Plan. The business case also demonstrates support to local initiatives in Castleford, such as the Housing Zone and regeneration of the town centre through public realm provision, enhancing the urban environment.
- 4.39 The scheme cost forecast has been suitably detailed through the financial case, whilst appraisal of the management case demonstrates scheme deliverability, with appropriate governance to facilitate business case development and scheme implementation in place. Land purchase does however pose a risk to scheme costs (as subject to agreed sale price) and the delivery programme (risk of compulsory purchase order route), with the promoter indicating mitigation measures are in place.
- 4.40 The value for money assessment at outline business case reflects a benefit cost ratio of 2.3:1, placing the scheme in the high value for money category when judged against the Department for Transport's value for money criteria. The economic case has been adequately developed to support the value for money position, with some areas of refinement to be worked up by the promoter as part of full business case development.

Recommendations

- 4.41 The Investment Committee recommends to the Combined Authority:
- (i) The Castleford Growth Corridor scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the Combined Authority's contribution of £6.858 million to be funded from 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 (FBC with finalised costs). The total project value is £7.079 million.
 - (iii) Development costs of £1.639 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), of which £660,000 is to fund the business case development costs, with

£979,000 to fund forecast land acquisition costs. This takes the total approval to £1.839 million.

- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure of up to £1.839 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.

Project Title	City Connect: (Cooper Bridge) Bradley to Brighouse
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.42 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.
- 4.43 The City Connect Bradley to Brighouse scheme is to be delivered through the City Connect Phase 3 programme, which seeks to build on the cycling network delivered through the Department for Transport's Cycle City Ambition Grant (CCAG) across West Yorkshire in phases 1 and 2 - to make cycling the natural choice and accessible to everyone.
- 4.44 The Combined Authority on the 28 June 2018 granted indicative approval of the £14.824 million phase 3 programme cost, with the West Yorkshire plus Transport Fund (WY+TF) to contribute £12.053 million, and £2.371 million from CCAG.
- 4.45 This scheme will deliver a 6.5km cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but provide strategic links to the highway network, and complete a long standing 'missing link' in the strategic cycle network in the region and to the National Cycle Network.
- 4.46 Scheme delivery will support reducing traffic congestion along the A62/A644 by providing a safe, alternative active travel route for commuters, leisure walkers, and cyclists, encouraging mode shift from car to active travel for a range of journey purposes.

- 4.47 The promoter does flag the scheme scope and subsequently cost has increased from the submission at expression of interest stage (decision point 2) which proposed a 2km towpath upgrade only. This was a result of programme constraints such as budget, time, and limited resource, all issues now mitigated through a revised funding mechanism and delivery timeframe. The programme board felt that this scheme should proceed as it is beneficial to the area and confirmed that no scheme has been adversely affected by the increase in budget.
- 4.48 The scheme primarily supports priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan (SEP), and is aligned to supporting the SEP principle of "the establishment of cycling as a major mode of travel".
- 4.49 The scheme has now come forward at outline business case with a total forecast of £2.328 million, of which £1.862 million is sought from the West Yorkshire plus Transport Fund, with a £465,000 contribution from Highways England.
- 4.50 A summary of the scheme's business case and location map is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 4.51 The scheme outputs and benefits are:
- A 6.5km north-south cycle link between Bradley and Brighouse.
 - Improved journey time and journey quality for cyclists by creating a more direct and traffic free route.
 - Improved safety for cyclists and pedestrians through creation of a high quality off highway route.
 - Completion of missing cycle link to existing Sustrans National Cycle Network Route 66, expanding connectivity to cycle routes.
 - The value for money assessment reflects a benefit cost ratio of 1.8:1, placing the scheme as medium value for money category according to the Department for Transport's categories.
 - The scheme supports inclusive growth principle of a better quality of life, with uptake of active mode travel to reduce traffic congestion and improve air quality and health, as well as enhancing connectivity to communities and jobs via a sustainable mode of travel.

Risks

- 4.52 The scheme risks are:
- Environmental – primarily concerning uncharted statutory utilities and contaminated land which could delay programme and increase costs. Much of the route will be minimal depth, reducing the likelihood of disturbing the statutory utilities.

- Social/ political – local concerns from ward members and risk of reputational damage. Mitigated through pre-scheme engagement with local community stakeholders, ward members, and local cycling advocates through Kirklees Public Health to ensure positive public support. Dialogue through effective communication to be maintained.

Costs

- 4.53 The total forecast scheme cost at outline business case (decision point 3) is £2.328 million.
- 4.54 The Combined Authority is to fund £1.862 million from the West Yorkshire plus Transport Fund, with a £465,000 contribution from Highways England. The promoter has demonstrated the scheme is affordable within the City Connect Phase 3 programme budget.
- 4.55 The scheme seeks approval of £350,000 to fund business case development costs to full business case with finalised costs (decision point 5).
- 4.56 The Combined Authority to enter in to funding agreement with Kirklees Council for expenditure up to £350,000, to be funded from the West Yorkshire plus Transport Fund.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/06/2020

Other Key Timescales

- The forecast construction commence date is July 2020.
- The forecast construction completion date is March 2021.

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out in this report.
That programme timescales remain within 3 months of that set out in this report.

Project responsibilities

Senior Responsible Officer	Keith Bloomfield, Kirklees Council
Project Manager	Miguel D'Souza, Kirklees Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.57 The strategic drivers for scheme delivery are well established, with the scheme demonstrating alignment to the overarching City Connect programme objectives and ambitions, as well as support to the delivery of local and regional transport strategies and policies across West Yorkshire.
- 4.58 The commercial and management cases are suitably developed, with appropriate consideration given to scheme deliverability, covering procurement as well as the existing governance and project delivery mechanisms in place to facilitate development and delivery of City Connect phase 3 schemes.
- 4.59 The financial case satisfactorily covers scheme costs as well as demonstrating affordability within the City Connect phase 3 programme, especially significant given the increase to scope and costs since the initial expression of interest.
- 4.60 The value for money assessment reflects benefit cost ratio of 1.88:1, judging the scheme as medium value for money. The economic case has been appropriately developed, with areas of refinement to be worked up as part of full business case.

Recommendations

- 4.61 The Investment Committee using the delegated authority from the Combined Authority, approves that:
- (i) The City Connect Bradley to Brighouse project proceeds through decision point 3 (outline business case) and work commences on activity 4 (Full Business Case)
 - (ii) An indicative approval to the total scheme cost of £2.328 million is given, of which the Combined Authority to fund £1.862 million 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) Development costs of £350,000 are approved in order to progress the scheme to decision point 5 (Full Business Case with finalised costs).
- (iv) The Combined Authority enters in to a Funding Agreement with Kirklees Council for expenditure of up to £350,000 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 points 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.

Project Title	South Kirkby Enterprise Zone
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.62 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 Leeds City Region. The Growth Deal enables the delivery of the priorities set out in the Strategic Economic Plan (SEP) 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 infrastructure (through the West Yorkshire plus Transport Fund)
- 4.63 Enterprise Zones form part of the Government’s wider Industrial Strategy, aimed at supporting businesses and enabling local economic growth by establishing themselves as a driving force of local economies, unlocking key development sites, consolidating infrastructure, attracting businesses and creating jobs.
- 4.64 The Leeds City Region Enterprise Zones have been established following a competitive application process to the Ministry of Housing, Communities and Local Government (MHCLG). The Sough Kirkby Enterprise Zone forms part of the Leeds City Region Enterprise Zone (EZ) Programme, which is a package of EZ’s to be delivered in two phases across 10 sites in West Yorkshire.
- 4.65 The programme will help to deliver additional employment across the Spatial Priority Areas of the SEP and will facilitate the ‘acceleration of development and delivery of high quality employment space in the advanced and innovative manufacturing and complimentary sectors’ in alignment with partner council’s Local Plans. The programme has the following target outputs and benefits:
- 230 hectares of new employment land
 - 750,000m² (8.073 million ft²) new employment floorspace

- 15,000 new jobs
 - Up to £5 billion additional Gross Value Added (GVA) by 2025
- 4.66 Once built out. Each Enterprise Zone will generate business rates income for the Leeds City Region Enterprise Partnership, which it can reinvest into the delivery of its strategic objectives. This income accrues until 2037 for the Phase 1 EZ (Leeds) and until 2042 for phase 2 sites (including South Kirkby). The Combined Authority is the accountable body for the EZ Programme.
- 4.67 The principal aim of the EZ Programme is to achieve accelerated delivery of employment sites and high quality employment floorspace, and where a private sector development partner is willing and able to take the scheme forward this should be maximised (subject to thorough legal and financial due diligence and progression through the Combined Authority's assurance process).
- 4.68 The South Kirkby EZ scheme involves a 2.64 hectare extension to the existing South Kirkby Business Park, located adjacent to the M1 and A1 in Wakefield, to develop four new industrial/warehouse units providing up to 6,085 m² (65,500ft²) of employment floorspace. Once developed the scheme has the potential to generate 115 new jobs and over £7 million GVA to the local economy per annum.
- 4.69 The site is owned by a private sector developer (the scheme promoter) who is seeking to bring forward the development. A market viability assessment demonstrates high levels of demand from potential occupiers and end users for the completed units, however the cost of developing the proposed units exceeds the market value of these units when they are completed.
- 4.70 On this basis of this assessment the developer is unable to secure 100% of scheme funding from wholly commercial sources (i.e. debt funding) and there is a viability gap. The developer is therefore seeking to bridge this gap with funding from the Combined Authority.
- 4.71 At its meeting on 26 March 2019 the LEP Board endorsed a set of principles concerning the provision of public sector funding to private sector scheme promoters to bring forward schemes in the EZ Programme. These are summarised below:
- Whilst the overall aim is to ensure that the EZs will be developed, this will be done on the basis that the approach maximises value for money and benefits realised, identifying the minimum funding needed to take the proposition forward.
 - Schemes will be funded on a loans first principle. Where a scheme can support a loan then this would be the primary route for funding. Some projects may warrant a blend of both grant and loan intervention.
 - The nature of market failure and independent cost and viability assessments, including a red book valuation, will determine whether a

project should be able to proceed on the basis of a loan. If grant is required then the assessment will inform the maximum of grant that could be awarded.

- A thorough due diligence process will be undertaken in the assessment of grant requests, including but not limited to: evaluation of delivery options; financial due diligence and Know Your Customer checks; evidence of compliance with State Aid rules and other statutory approvals; evidence of a tendering exercise having been undertaken.
- All grant funding agreements will be subject to an overage clause that will trigger repayment depending on the returns/values generated. Adequate security arrangements to protect the LEP's investment will be put in place.
- All interventions would be required to consider how best they can commit to the inclusive growth conditions applicable to other LEP grants.
- Grant payments to be made against evidenced defrayed expenditure

4.72 These principles will be applied to the appraisal of this scheme and the Combined Authority's funding. The Combined Authority has introduced a comprehensive due diligence process which requires private sector scheme promoters to implement a transparent 'open book' accounting approach to ensure value for money is achieved.

4.73 A summary of the scheme's business case and location map is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

4.74 The forecast outputs, benefits and inclusive growth implications of the scheme are:

- 2.64 hectares of new employment land
- 6,085 m² (65,500ft²) of industrial/warehousing units.
- 115 net new jobs
- £7 million additional GVA per annum

4.75 The scheme promoter will be required to make Inclusive Growth commitments as part of any subsequent funding agreement (i.e. employee skills plans, green travel plans, use of local suppliers etc.). Additionally the scheme will ensure sustainable economic growth through making more efficient use of employment land and managing traffic access into the site.

Risks

4.76 The key risks to the delivery of the scheme and associated mitigating measures are:

- Higher construction costs due to unexpected ground conditions/services diversions etc – the scheme promoter will undertake intrusive site investigations and will retain liability for all cost overruns
- Electricity supply insufficient to secure occupiers with high energy demands (i.e. manufacturing) – the scheme includes the delivery of a new electricity substation and ongoing dialogue it taking place with Northern Powergrid to assess options to increase capacity on the site
- Sales/lettings targets are not achieved (market risk) – the scheme promoter has undertaken market assessments and identified potential occupiers and this will underpin the proposed marketing strategy. This will be supported by the work of Combined Authority’s Trade & Investment team to identify and target potential occupiers seeking to expand their operations in to the City Region.

Costs

- 4.77 The scheme promoter has secured the majority of funding for the scheme from the private sector and Combined Authority is being asked to provide funding of up to £2.826 million address the viability gap. This is provisionally allocated to the costs of site infrastructure works including internal site roads, drainage and new electricity substation.
- 4.78 The EZ Programme secured indicative approval from the Combined Authority in June 2018 of £45.044 million from the Local Growth Fund and grants from MHCLG. There is sufficient remaining budget within the programme to support this scheme. Additionally, the Combined Authority will benefit from the retention of business rates for the new units when they are occupied.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019

Other Key Timescales

- Planning consent secured – November 2019
- Site infrastructure works completed – March 2020
- Units completed – September 2020
- Scheme completion (all units let/sold) – September 2021

Assurance Tolerances

Assurance tolerances
Any increase in the Combined Authority costs will require further approval from the Investment Committee
Timescales for scheme completion remain within 3 months of the timescales set out in this report
Measureable outputs and benefits remain within 20% of the forecast set out in this report

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Jacque Boulton, Combined Authority
Combined Authority case officer	Ian McNichol

Appraisal summary

- 4.79 The scheme has a strong strategic case as part of the LCR EZ Programme and demonstrates a clear rationale for public sector funding to address unmet demand and stimulate the take-up of new high quality employment floorspace in the area. The scheme promoter is an experienced developer with a track record of delivering similar schemes in the City Region.
- 4.80 The economic case for the scheme is based on the potential to generate direct outputs (serviced employment land and new employment floorspace) and indirect benefits (jobs and GVA) with the latter subject to the take-up of floorspace by occupiers/end users. At the next stage of the assurance pathway the scheme promoter will need to consider the impact on land values to establish an initial scheme benefit cost ratio with the indirect jobs and GVA to supplement this figure and demonstrate value for money (VfM)
- 4.81 The financial and management cases will require further refinement at the next stage of the assurance pathway, confirming the contract structure and tendered costs and providing a detailed risk register and programme plan, together with the associated due diligence requirements set out previously, including provisions for overage any charge the Combined Authority may wish to take over the assets developed with public sector funding.

Recommendations

- 4.82 The Investment Committee recommends to the Combined Authority that:
- (i) The South Kirkby Enterprise Zone scheme proceeds through decision point 3 and work commences on activity 5 (FBC with finalised costs).
 - (ii) An indicative approval to the Combined Authority's contribution of up to a maximum of £2.826 million which will be funded through the Local Growth Fund is given with full approval to spend being granted once the

scheme has progressed through the assurance process to decision point 5 (FBC 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.

Project Title	Steeton and Silsden Rail Car Park
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 4.83 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.
- 4.84 A strategic package of car park extensions at West Yorkshire rail stations has been identified to increase capacity and enhance rail connectivity to, from and within West Yorkshire, supporting sustainable travel and employment growth in main urban centres.
- 4.85 Situated north east of Bradford, the Steeton & Silsden rail station provides services to the employment and retail centres of Leeds, Bradford, Keighley, Halifax and Skipton. With journeys times only 30 minutes to Leeds and Bradford the station is very popular with commuters.
- 4.86 Capacity audits which have been undertaken record a 98% occupancy of the car park by 9 am most term time weekdays, with an element of latent demand witnessed too (station users parking on the access road and in the village of Steeton). The scheme will deliver installation of 2 decks to give 3 levels (ground level 1, level 2), increasing parking capacity by 104 spaces, taking the total parking offer at the station to 247.
- 4.87 A lift, increased blue badge bay provision, CCTV provision, LED lighting, enhanced draining infrastructure, and electrical ducting to future proof 2 electric vehicle charging bays will also be delivered.
- 4.88 Scheme delivery will encourage existing and new users to choose the train as a sustainable mode of transport for onward journeys, with the increase in

parking offer improving the access and connectivity to employment and communities, supporting the reduction in congestion levels and improving air quality.

- 4.89 The scheme supports priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan and is supported by the City of Bradford Metropolitan and District Council and the local ward members.
- 4.90 The scheme has come forward at full business with finalised costs (decision point 5) seeking approval of total scheme costs of £3.879 million from the West Yorkshire plus Transport Fund, of which £110,000 has already been secured and expended to support business case development. The promoter has provided clarification the scheme is affordable within the rail car park programme.
- 4.91 Regarding scheme implementation, the promoter also seeks approval for the Combined Authority to enter in to Section 56 agreement with Arriva Rail North to deliver the scheme and a lease for them to use part of the adjacent car park owned by the Combined Authority as a temporary compound, given there are no suitable alternatives.
- 4.92 A summary of the scheme's business case and location map is included in **Appendix 7**.

Outputs, benefits and inclusive growth implications

- 4.93 Scheme outputs and benefits are:
- Provision of 104 additional free car parking spaces, taking the total parking offer to 247 spaces.
 - Removal of up to 104 cars off the roads for part of the commute, reducing congestion and supporting air quality.
 - The increased provision of blue badge bays to 9 bays.
 - Reduction in overall journey times through better access to the rail network as a result of more secure parking.
 - Increased new rail user patronage at Steeton and Silsden Rail Station by September 2021.
 - Increased employment accessibility.
 - The scheme will support inclusive growth by improving the access and connectivity to employment and communities via public transport, as well support better air quality with commuters choosing the train for onward journeys rather than car.
 - The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money as per the Department for Transport's criteria.

Risks

4.94 Scheme risks are:

- **Piled Foundations:** The final detailed design for the piled foundations relies on the results of final ground investigations and could exceed estimated costs. The contractor has employed specialists in piling, sheet piling and ground drilling, and in addition, the contract between Arriva Rail North and the contractor is a fixed price contract, thereby the risk has been passed onto and accepted by the contractor.
- **Change in Franchise:** Arriva Rail North is part of the Arriva group which has been put up for sale by the owner, Deutsche Bahn. Whilst this creates uncertainty and a level of risk, historically, changes in rail franchise have been accompanied with an automatic novation of all contracts via the Section 56 Agreement which is the contract between Arriva Rail North and the Combined Authority.
- **Contractor Insolvency:** The contractor has been assessed by Northern as part of their appointment to the Arriva Rail North framework. The process includes financial checks. The contract offer also includes a bond, covering 10% of the contract value in favour of Arriva Rail North should the contractor default.

Costs

- 4.95 The total scheme cost based on tendered costs at full business case with finalised costs (decision point 5) is £3.879 million.
- 4.96 The Combined Authority is to fund £3.879 million through the West Yorkshire plus Transport Fund (WY+TF). The scheme is affordable within the £30.5 million WY+TF secured by the rail car park programme.
- 4.97 The Combined Authority to enter in to a Section 56 rail grant with Arriva Rail North for £3.759 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019

Other Key Timescales

- The forecast construction commence date is November 2019.
- The forecast construction completion date is October 2020.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of those set out in this report.
That programme timescales remain within 6 months of those set out in this report

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, West Yorkshire Combined Authority
Project Manager	Sara Brook, West Yorkshire Combined Authority
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.98 The promoter at full business case with finalised costs (decision point 5) has established the strategic drivers for investment, the contractor procurement tender process and tendered costs, and confirms scheme implementation will be managed through the existing rail car park programme governance and project delivery mechanisms.
- 4.99 Given the scheme is to be delivered as part of the rail car park programme funded by the West Yorkshire plus Transport Fund, narrative has been adequately provided to demonstrate scheme affordability.
- 4.100 The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money. The methodology to forecasting demand and the calculation of scheme benefits and costs has been appropriately developed.

Recommendations

- 4.101 The Investment Committee recommends to the Combined Authority that:
- (i) The Steeton & Silsden Rail Car Park project proceeds through full business case with finalised costs (decision point 5) and work commences on activity 6 (Delivery).
 - (ii) Approval to the total project value of £3.879 million is given from the West Yorkshire plus Transport Fund.
 - (iii) The Combined Authority enters into a Section 56 Rail Funding Agreement with Arriva Rail North for expenditure of up to £3.759 million from the West Yorkshire plus Transport Fund.
 - (iv) The Combined Authority enters in to a lease for Northern to use part of the Combined Authority owned car park as a temporary compound.

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

Project Title	A61 (South) Corridor
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.102 The A61 (South) Corridor scheme forms part of the Leeds Public Transport Improvement Programme (LPTIP), a £173.5 million programme using devolved Department for Transport (DfT) funding supplemented by contributions from Leeds City Council and the Combined Authority. The LPTIP programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and reduce overall transport emissions.
- 4.103 The A61 (South) Corridor scheme forms one of five prioritised corridors and consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.
- 4.104 The scheme will deliver benefits to bus users and those walking and cycling in the corridor, significantly improving bus journey times and reliability (especially in the peak hours) and encouraging modal shift. The scheme will also help to improve air quality and health outcomes in the surrounding areas, supported by the further adoption of low emission buses (EURO V1 standard or better) ultra-low emission (electric) buses operating from the Stourton Park & Ride site.
- 4.105 The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services, reducing carbon emissions and supporting further economic growth in the Aire Valley and Southbank areas of Leeds.
- 4.106 The scheme received outline business case (decision point 3) approval from the Combined Authority on 20 December 2018 with an indicative approval to a

total project value of £14.5 million with full approval being granted at full business case with finalised costs (decision point 5) through a delegation to the Combined Authority's Managing Director subject to approved scheme cost and programme tolerances. The total value of the scheme has increased to £18.247 million which exceeds the 10% tolerance set at decision point 3 and therefore requires further approval from the Combined Authority's Investment Committee.

4.107 A summary of the scheme's business case and location map is included in **Appendix 8**.

Outputs, benefits and inclusive growth implications

4.108 The forecast outputs, benefits and inclusive growth implications of the scheme are:

- A 25% increase in bus patronage along the A61 (South) corridor within 3 years of opening
- A 15% reduction in journey times for limited stop services along the corridor within 3 years of opening
- A 70% increase in the % share of non-car modes (public transport, cycling and walking) within 3 years of opening, taking up to 263,000 car kilometres of the network into Leeds City Centre each year.
- Within 3 years of opening all the bus services operating on this route will use low (EUROV1) or ultra low (electric) emission buses, leading to further potential improvements in air quality and health outcomes along the corridor.
- Improvements in bus journey reliability and the quality of the bus passenger experience, together with improved access to jobs, training and services in the corridor catchment area
- A reduction in the number and severity of accidents along the corridor as a result of changes to the highways layout and prioritisation measures, including additional space for cycling and walking

4.109 The forecast benefit cost ratio (BCR) for the scheme is 2.1:1 which represents 'high' value for money.

Risks

4.110 The key risks to the delivery of the scheme and associated mitigation measures are:

- Unforeseen services discovered during construction lead to an increase in scheme costs and programme delay – mitigated by further detailed surveys and regular liaison with statutory services undertakers
- Potential objections from stakeholders and local interest groups with concerns over environmental or habitat impacts – mitigated by early engagement with local stakeholders and further refinements to scheme

design to reduce land take and limit the impact on exists trees and habitats

- Third party land requirements lead to an increase in scheme costs and programme delay – mitigated by refinements to scheme design to limit land take and positive engagement with affected landowners (Canal & River Trust and Low Road Primary school)

4.111 The total cost of the scheme is £18.247 million. The Combined Authority will fund £18.037 million from the devolved DfT Leeds Public Transport Investment Programme. The remaining costs (£210,000) will be funded by Leeds City Council.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	13/02/2020

Other Key Timescales

- Scheme construction begins (at risk prior to Combined Authority funding approval) – September 2019
- Construction complete – February 2021

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs will require further approval from the Investment Committee Timescale for scheme completion to remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Sabby Kharia, Leeds City Council
Combined Authority case officer	Ian McNichol

Appraisal summary

- 4.112 The scheme has a strong strategic case. It is a priority scheme in the Leeds Public Transport Investment Programme Bus Infrastructure Package and its objective are well aligned with SEP Priority 4 (Infrastructure for Growth and other key local transport and economic growth strategies. Similarly, the case for change is strong based on evidence of the performance of other similar schemes including the A65 Quality Bus Corridor (QBC) in Leeds and the potential to enhance the benefits of the proposed Stourton Park & Ride facility which will operate along the A61 (South) corridor into Leeds City Centre
- 4.113 The scheme has the potential to generate a BCR of 2.1:1 which demonstrates high VfM when assessed against the DfT's criteria The BCR has increased from 1.5:1 at outline business case (decision point 3) following further refinements to scheme design, including additional cycling and walking provisions as well as reduced land take to limit the impact on existing trees.
- 4.114 The total cost of the scheme has risen by circa 30% since outline business case decision (point 3) as a result of:
- An increase in the costs for general plant and traffic management linked to an increase in the construction programme and a more detailed traffic management plan
 - An increase in the estimated cost of earthworks due to changes in scheme scope to reduce/mitigate land take
 - The addition of cycle 'hubs' and more comprehensive bus shelter renewal
 - The additional costs of the contractor insolvency bond
 - An increase in the risk contingency to account for residual unknown statutory services costs
- 4.115 Any further increase in Combined Authority costs for the scheme will require further approval from the Investment Committee

The scheme is part of the established governance, programme and project management arrangements for the LPTIP programme. Contractors have been appointed and there is a clearly defined delivery plan in place. The approach to risk and mitigation is appropriate to the scale and complexity of the scheme and the overall delivery programme appears reasonable. Recommendations

- 4.116 The Investment Committee recommends to the Combined Authority that:
- (i) The A61 (South) Corridor scheme proceeds through decision point 4 (Full business case) and work commences on full business case with finalised costs (decision point 5).
 - (ii) An indicative approval to the Combined Authority's contribution of £18.037 million, funded through Leeds Public Transport Investment Programme is given with full approval to spend being granted once the

scheme has progressed through the assurance process to full business case with finalised costs (decision point 5). The total scheme cost is £18.247 million.

- (iii) Future approvals are made in accordance with the assurance pathway and approval route in this report including at full business case with finalised costs (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 assurance tolerances outlined in this report.

Project Title	East Leeds Orbital Route
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 4.117 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.
- 4.118 The East Leeds Orbital Route (ELOR) scheme is a significant project that has been developed as a series of transport improvements across four packages:
- Phase 1: Outer Ring Road (ORR) Junction Improvements - operational improvements to existing junctions on the ORR, running along the A6120/A61, to contribute to improving the overall management of strategic traffic. This phase is already under construction and practical completion is expected for November 2019.
 - Phase 2: East Leeds Orbital Road - a new 7km dual carriageway that will stretch from the ORR at Red Hall round the east side of Leeds to Thorpe Park, joining up with the Manston Lane Link Road. This will be a 50mph route complete with enhanced landscaping together with pedestrian and cycle infrastructure. Construction is to commence December 2019.
 - Phase 3: A6120 Enhancements - the forecast reduction in traffic levels through delivery of phases 1 and 2 will provide opportunity to enhance public realm and improve the cycling and walking environment along the A6120 between Red Hall and the M1. This phase is forecast to commence in July 2021.
 - Phase 4: Manston Lane Link Road - the initial build out of the link road completed in May 2019, this was delivered by the Thorpe Park developer

independently. Phase 4 will involve connecting the Manston Lane Link Road to the ELOR scheme.

- 4.119 The series of transport improvement measures across the four packages that make up the ELOR scheme have been developed to address several drivers for change such as forecast population growth, deprivation and East Leeds regeneration, poor public realm, and the existing transport issues of congestion and limited active travel provision.
- 4.120 A key outcome of the scheme will be bringing forward the major East Leeds Extension housing development, unlocking delivery of up to 5000 new homes, and providing connectivity to employment opportunities to the Thorpe Park business park.
- 4.121 The scheme principally supports delivery of priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan (SEP) but will also contribute to the delivery of the other SEP headline indicators of growing business, skilled people / better jobs, and clean energy and environmental resilience.
- 4.122 The overarching scheme will expand the transport network in East Leeds giving easier access to housing developments and supporting employment growth. The ELOR package has been designed to minimise environmental impact. It will deliver several environmental benefits to support environmental resilience and accounting for the recently declared climate emergency in Leeds. The scheme design will enhance the general environment for non-motorised users, reducing impact of the scheme. This will be achieved through high quality landscaping, planting, the provision of sustainable drainage systems, significant non-motorised user provision, as well as low energy lighting and low maintenance infrastructure.
- 4.123 The scheme has now come forward at full business case with finalised costs (decision point 5) with a total forecast scheme cost of £147.49 million, which reflects a £20.87 million increase to outline business case estimates. The promoter details the original scheme costs were generated in 2015 and updated in 2017 prior to the planning application submission, and in the very early stages of the land acquisition process. Since 2017, substantial effort has been put in to successfully achieve planning approval, progress through the Compulsory Purchase Order, and develop the main scheme design whilst satisfying stakeholder requirements.
- 4.124 A net result of the total scheme cost increase is the additional £7.35 million now sought from the Combined Authority through West Yorkshire plus Transport Fund, increasing the WY+TF ask to £90.33 million which is affordable within the programme.
- 4.125 A summary of the scheme's business case and location map is included in **Appendix 9**.

Outputs, benefits and inclusive growth implications

4.126 The scheme outputs and benefits are:

- Delivery of highway infrastructure to release development land for the build out of the East Leeds Extension housing development, which has ambition to deliver up to 5000 new homes.
- To improve the connectivity of East Leeds and provide access to the key East Leeds employment areas through additional highway capacity and active travel (non-motorised) infrastructure, enabling improved journey times and a reduction in traffic flow.
- Contribute to the overall management of traffic in order to reduce congestion on the A6120.
- The scheme supports inclusive growth of a better quality of life for East Leeds residents and visitors through improvements to traffic flow which leads to better air quality and other environmental parameters along existing transport corridors, as well as better connectivity to employment, housing and communities.
- The value for money assessment reflects an initial benefit cost ratio (BCR) of 1.9:1, judging the scheme as medium value for money. It is established the adjusted BCR improves to 5:1 (very high value for money) when accounting for wider scheme benefits and monetised impacts.

Risks

4.127 The scheme risks across the four phases of the ELOR scheme are:

- Scope change following political or public involvement, or during construction to accommodate public or business interests, risking delay to the programme and increase to scheme costs. To be mitigated through early and continuous engagement with businesses and residents in the design and development of areas of key interest or sensitivity.
- Unforeseen archaeological finds impacting scheme design and implementation. To be mitigated through baseline surveys and relevant assessments, and consultation with Historic England and West Yorkshire Archaeology Service during prelim data collection stage.

Costs

4.128 The scheme has come forward at full business case with finalised costs (decision point 5) with a total forecast scheme cost of £147.49 million.

4.129 The Combined Authority through the West Yorkshire plus Transport Fund is to contribute £90.33 million, of which:

- £11.81 million approved by the Combined Authority up to Gateway 1 (decision point 2) in June 2015, to fund design and preparation costs for

phase 1 (ORR), the outline business case costs for the ELOR project, plus land acquisition costs.

- An additional £14.047 million approved by members at the Combined Authority Board of December 2017, to fund delivery of phase 1 (ORR) – Junction Improvements, expected to complete in November 2019 within the tendered cost budget.
- Taking the total approval to date to £25.857 million.

4.130 The promoter is to contribute £57.16 million through prudential borrowing, with this financial contribution to be recovered over time from third party house builders in the East Leeds Extension land via planning obligations, to be included in S106 developer agreements related to planning approvals that will come forward for the residential development that ELOR will unlock.

4.131 The Combined Authority to enter in to an addendum to the existing funding agreement with Leeds city council, for additional expenditure of £64.473 million from the West Yorkshire plus Transport Fund, taking the total approval to £90.33 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/05/2022

Other Key Timescales

- Phase 1 construction to complete in November 2019.
- Phase 2 construction to commence in December 2019.
- Phase 2 construction forecast to complete September 2021.
- Phase 3 construction to commence July 2021.
- Phase 3 construction to complete May 2022.

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out in this report. That the delivery phase remains within 6 months of timescales set out.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Rob O'Brien, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.132 The strategic drivers for the overarching ELOR scheme are well established, with the proposed series of improvements in East Leeds demonstrating support to the delivery of local and regional transport fund strategies and policies, as well as the socio-economic factors to support the City Region Strategic Economic Plan, including facilitating housing and employment growth.
- 4.133 The commercial case suitably details the procurement for delivery of phase 1 and the development (detailed design) of phases 2 and 3, with the management case demonstrating deliverability of the programme, detailing the governance and project delivery partners in place.
- 4.134 The scheme cost has increased from initial estimates, with adequate rationale provided to justify the increase. It has been noted that detailed design and development of target costs for phase 2 is nearing completion whilst for phase 3 and 4, they will be concluded as part of scheme implementation, therefore the risk of costs exceeding estimates will remain until all phases have an agreed target cost developed. The risk of increase in costs to the Combined Authority is minimal however, given any increase is to be under-written by the promoter.
- 4.135 The value for money assessment reflects a medium value for money scheme as part of the Department for Transport's assessment, and judged as a very high value for money when accounting for wider monetised impacts and benefits. The economic case has been suitably developed with modelling and appraisal reflecting reasonable calculation of scheme benefits and assumptions.

Recommendations

- 4.136 The Investment Committee recommends to the Combined Authority that:
- (i) The East Leeds Orbital Route project proceeds through decision point 5 and work commences on activity 6 (delivery)
 - (ii) Approval to the Combined Authority's contribution of £90.33 million to be funded through the West Yorkshire plus Transport Fund, is given. The total project value is £147.49 million.
 - (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for additional expenditure of £64.473 million, taking the total approval to £90.33 million.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6

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.

Project Title	Headrow City Centre Gateway
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.137 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.
- 4.138 The Headrow Gateway scheme forms part of the City Centre Gateway package to be delivered through the Leeds Public Transport Investment Programme, which also includes the proposal at Infirmary Street Gateway and Corn Exchange Gateway. Although not dependent on each other for delivery, the schemes are closely linked in terms of the revised plans for the overarching highway and bus network in Leeds city centre.
- 4.139 The Headrow Gateway scheme is located to the north of the pedestrianised core of Leeds city centre. The scheme includes The Headrow, Westgate, Vicar Lane between the Headrow and North Street, New Briggate, Cookridge Street between the Headrow and Great George Street, Harrison Street, and small lengths of other intersecting streets.
- 4.140 The scheme delivers a series of bus infrastructure, public realm, pedestrian and cycling infrastructure improvements, to enhance a major Gateway to Leeds city centre, making the city centre more attractive to visitors, residents, employees and prospective investors. This will include changes to highway geometry, bus re-routing, new general traffic restrictions, footway widening, removal or relocation of on street parking (including loading bays and taxi provision), provision of new green infrastructure, and new protected cycle lanes.
- 4.141 Scheme delivery will reduce bus journey times and improve bus journey reliability, with implementation of enhanced pedestrian and cycling infrastructure to make the area safer and more inclusive, strengthening

connectivity and encouraging active travel. Public realm uplift, including new green infrastructure and traffic-free spaces, will enhance the urban environment and townscape.

- 4.142 The scheme primarily supports Priority Area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan.
- 4.143 The scheme has progressed through Investment Committee (09/01/2019) and Combined Authority (14/02/2019) has now come forward at full business case (decision point 4) at a total forecast scheme cost of £22.75 million, reflecting an increase of £2.03 million to outline business case (decision point 3) estimates. The promoter has attributed this increase to the delivery of a higher quality of public realm, synergy with the other gateway schemes, and a 10-week extension to the delivery programme to align with the Leeds District Heat Network programme, to enable works to utility services to be undertaken concurrently with the Headrow Gateway construction works.
- 4.144 The works that are already underway are advanced works being undertaken by Leeds City Council at their own risk. This work is also being phased so that it is compatible with the district heating work programme that is underway in order to keep disruption in the city centre to a minimum.
- 4.145 Through this report, the promoter seeks approval of the extended delivery programme, with practical completion now forecast for January 2021, reflecting an increase of 7 months to outline business case estimates.
- 4.146 A summary of the scheme's business case and location map is included in **Appendix 10**.

Outputs, benefits and inclusive growth implications

- 4.147 The scheme outputs and benefits are:
- Support increases in bus patronage through improved journey times and bus journey time reliability, encouraging modal shift from car to bus and reducing air pollution.
 - Increase pedestrian footfall and support increases in consumer spending through improving the experience of all street users with high quality public realm, improved environmental conditions, and improved pedestrian and cycling provision.
 - Support the Leeds Public Transport Investment Programme's Gateway ambition to make Leeds city centre more attractive to residents and employees, with better access to employment and easier recruitment and retention opportunities for employers.
 - The scheme supports inclusive growth through a series of interventions to enhance air quality and public health as a result of the forecast reduction in congestion and improved active mode offer, alongside an enhanced townscape and urban environment through the public realm improvements.

- The value for money assessment yields a benefit cost ratio of 1.2:1, which means the scheme is defined as low value for money according to the Department for Transport's value for money criteria. It is, however, clear that the scheme is closely aligned with the strategic goals of the Leeds City Region and City of Leeds and will deliver a range of wider benefits to support inward investment, employment and consumer spending. The scheme also links with the other City Centre gateway proposals and the overarching works to improve the highway and bus network within Leeds city centre.

Risks

4.148 The key scheme risks at full business case (decision point 2) stage are:

- Interface with Leeds District Heating scheme could cause delays to Headrow works above the already extended programme, leading to increase in costs. To be mitigated with close engagement with existing contractors and suppliers to develop suitable solutions.
- Planned statutory utilities diversions exceed estimates causing delay to the programme and increase to costs. To be mitigated through commissioning statutory utilities surveys, as well as Ground Penetrating Radar (GPR) surveys for the gateway area.
- Change to designs and/or costly mitigation measures if the objections from Hackney Carriage trade to the removal of their ranks are upheld. To be mitigated through close consultation with Hackney Carriage Trade, with several meetings already held and to continue until final solution is agreed.

Costs

4.149 The total forecast scheme cost at full business case (decision point 4) is £22.75 million, to be funded through the Leeds Public Transport Investment Programme

4.150 The scheme secured £1.1 million at outline business case (decision point 3) to fund business case development costs to full business case with finalised costs (decision point 5). No further development funding approval is sought as part of this report.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	11/10/2019

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

- The forecast construction start date is October 2019, although early phases of site enabling works have commenced as of August 2019 to support the delivery programme.
- The forecast construction completion date is January 2021.

Assurance Tolerances

Assurance tolerances
That any scheme cost increases remains within 5% of costs set out in this report.
That the delivery programme remains within 3 months of that set out in this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Gwyn Owen, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.151 The strategic drivers for investment are well established, demonstrating support to public transport objectives of encouraging modal shift to bus and active travel, as well as delivering wider benefits of enhancing the urban environment through public realm provision - supporting the overarching gateway ambition to make Leeds city centre attractive to visitors, residents, and employees.
- 4.152 The commercial and management cases have been suitably developed, to support scheme deliverability. It is acknowledged that the interface with the Leeds District Heat programme will need close supervision and management to manage the risk of programme delay above that presented at full business case.
- 4.153 Scheme costs are detailed in the financial case, and reflect an increase to outline business case estimates which remains within assurance tolerances. Narrative has been provided to detail the cause of the increase in costs, as well as confirmation of scheme affordability within the LPTIP programme.
- 4.154 The value for money assessment reflects a low value for money scheme when judged against the Department for Transport's criteria, but it can be concluded the scheme is closely aligned with the strategic goals of the Leeds City Region and City of Leeds and will deliver a range of wider benefits to support inward investment, employment and consumer spending

Recommendations

4.155 The Investment Committee approves that:

- (i) The Headrow City Centre Gateway project proceeds through decision point 4 (full business case) and work commences on activity 5 (Full Business Case with financial cost)
- (ii) An indicative approval of £22.75 million to be funded through the Leeds Public Transport Investment Programme 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 cost).
- (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.

Project Title	Stourton Park and Ride
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.156 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.
- 4.157 As part of developing the Leeds Public Transport Investment Programme (LPTIP), public and member support was identified for increasing the park & ride offer in Leeds, with forecast demand set to exceed capacity. This has led to the park & ride extension proposal at Elland Road and Temple Green, as well as a new park & ride proposal at Stourton.
- 4.158 Park & ride sites support delivery of the LPTIP and local and regional transport strategies within West Yorkshire, encouraging modal shift from car and increasing bus patronage for various journey purposes, primarily in/out of the city centre.
- 4.159 The proposed Stourton Park & Ride scheme is located on Leeds city council owned land adjacent to the M621 Junction 7 roundabout. The site will accommodate up to 1200 vehicles, and given solar panel provision, provide an all-electric operated site and serve fully electric bus services to/from Leeds city centre along the A61/A639 corridor. This will include stops at important employment and educational trip attractors, namely the Education Quarter of Leeds City College Printworks Campus, Leeds College of Art, and Leeds College of Building. This scheme will interface with the A61 (south) scheme which will improve journey times into Leeds city centre. ULEB funding has been secured to fund the costs gap for electric buses.
- 4.160 In addition to the parking provision, the site will also include electric charge points for vehicles, waiting facilities, cycle stands, cycle lockers, and mobility

scooter lockers, as well as implementation of dedicated walking and cycling facilities to provide enhanced connectivity to/from the park & ride site and to the Leeds cycle network.

- 4.161 The Stourton park & ride scheme will encourage mode shift to a more sustainable mode of travel to/from Leeds city centre for up to 1200 users per day, and support active travel with implementation of dedicated walking and cycling facilities, reducing congestion levels, increasing bus patronage, and improving air quality. Being a fully electric operated and serviced site, this will further support air quality targets, including the recently declared climate emergency in Leeds, and the forthcoming Clean Air Zone.
- 4.162 The scheme primarily supports priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan.
- 4.163 The scheme has now come forward at full business case (decision point 4) with a total forecast scheme cost of £36.99 million. This reflects a £6.89 million increase to outline business case estimates, resulting in a £6.77 million increase to the funding sought from the Combined Authority through the LPTIP. The increase has primarily been attributed to the underestimation of costs at outline business case, with closer engagement with delivery partners had at full business case to reflect robust cost estimates. The increase in the LPTIP ask is deemed affordable within the revised LPTIP funding and prioritisation strategy.
- 4.164 It should be noted that following approval at outline business case (decision point 3), the scheme secured £2.83 million match funding from the European Regional Development Fund (ERDF) towards the £5 million cost for solar panel provision, enabling the promoter to progress detailed design of the preferred option of a fully electric site.
- 4.165 A summary of the scheme's business case and location map is included in **Appendix 11**.

Outputs, benefits and inclusive growth implications

- 4.166 The scheme outputs and benefits are:
- Increase park & ride users in Leeds by 1,200 per day.
 - Improve bus journey travel times and connectivity by providing a high-quality service with a 13-minute journey time to/from the City Centre on opening in 2021 and be sustained thereafter.
 - Increase overall bus patronage, contributing to the LPTIP and Leeds City region ambitions.
 - Improve air quality, safety and health outcomes, by reducing total emissions and vehicle km's travelled on the network.
 - Increase accessibility to jobs, training and services, thus also supporting the SEP's economic growth housing, inclusion and regeneration plans.
 - The scheme supports inclusive growth of a better quality of life, with the park & ride site to provide connectivity to jobs, education, and

communities via a sustainable mode of travel, as well as improve health by encouraging active mode travel and improving air quality within the area.

- The value for money assessment reflects a benefit cost ratio of 1.58:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.

Risks

4.167 The scheme risks are:

- **Design:** Further design development, for example requirements for additional retaining walls, signage, or drainage, increasing design and budget costs. To be mitigated through risk workshops, early contractor engagement, and appointment of an experienced team in delivering park & ride sites, with knowledge of recent costs and comparative benchmarks.
- **Service Costs:** May be more than current estimates if uncharted services are discovered. Additionally the presence of two Yorkshire Water sewers crossing the site may affect the design and construction sequences leading to programme and cost risks. To be mitigated through risk workshops, early contractor engagement, and appointment of an experienced team in delivering park & ride sites, with knowledge of recent costs and comparative benchmarks. Additionally the construction contract is to be managed to target costs, transferring implementation risks to the contractor.

Costs

4.168 The total forecast scheme cost at full business case is £36.99 million, reflecting an increase of £6.89 million to outline business case forecasts.

4.169 The Combined Authority is to fund £34.16 million from the Leeds Public Transport Investment Programme (LPTIP), with a £2.83 million contribution from the European Regional Development Fund (ERDF).

4.170 The scheme secured £2.935 million at outline business case (decision point 3) to support business case development costs to full business with finalised costs (decision point 5). The promoter has confirmed the outstanding balance from this approval is satisfactory to cover costs associated in the submission of the full business case with finalised costs. No further development funding approval is sought.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team	01/10/2019

	Decision: Investment Committee	
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019

Other Key Timescales

- The forecast construction start date is December 2019.
- The forecast construction completion date is May 2021.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 5% of the costs set out in this report. That the delivery programme remains within 3 months of timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Sean Hewitt, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.171 The scheme at full business case reiterates the strategic drivers for investment, demonstrating the forecast demand to develop a 1200 vehicle capacity site, and in the process reflecting the success realised at the Elland Road and Temple Green park & ride sites. The scheme also establishes support to the Leeds Public Transport Investment programme and local and regional transport strategies within West Yorkshire, including the forthcoming Clean Air Zone and the climate emergency declared in Leeds, enhanced through securing ERDF funding to support delivery of a fully electric operated and serviced site.
- 4.172 The financial case does reflect a significant increase in costs, resulting in an increase to the LPTIP ask. The promoter has adequately detailed the primary causes, and additionally deemed it affordable within the LPTIP programme. It is acknowledged delivery of substantial infrastructure is required to enable solar panel provision, however it has been reflected it will enable significantly reduced operational costs and provide a fully electric site, supporting the aforementioned local and regional transport policies and strategies.
- 4.173 The value for money assessment reflects a medium value for money scheme when judged against the Department for Transport's criteria, with the modelling and appraisal to calculate scheme benefits and costs considered robust. The promoter has however committed to refining areas of the economic case to

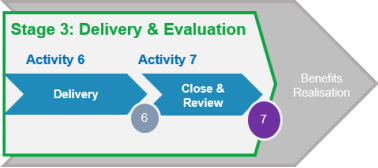
ensure consistency in approach, though this is to not have any bearing on the medium value for money classification.

Recommendations

4.174 The Investment Committee approves:

- (i) The Leeds Public Transport Investment Programme Stourton P&R project proceeds through full business case (decision point 4) and work commences on full business case plus finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £34.16 million, to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £36.99 million.
- (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.

Projects in Stage 3: Delivery and Evaluation



4.175 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.

Project Title	Rail Park & Ride Programme Phase 1: Mytholmroyd
Stage	3 (Delivery and Evaluation)
Decision Point	Change request (activity 6)

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

Background

4.176 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 is to enable key employment and housing development areas and will help to create in the region of 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic Plan.

4.177 This scheme forms part of the Rail Park and Ride Phase 1 Programme that was approved by the Combined Authority in February 2016, and consists of 14 sites adjacent to rail stations to be extended into car parking, for the benefits of rail users. The development of each car park will provide the following:

- Additional standard car parking spaces

- Department of Transport compliant number of blue badge car parking spaces
- Enhanced drainage infrastructure
- Provision for more sustainable travel modes including cycle stands, and future proofing for electric vehicle charging bays where appropriate

4.178 The Rail Park and Ride- Mytholmroyd scheme will deliver over 200 car parking spaces at Mytholmroyd rail station which does not currently have any parking provisions. The full business case with finalised costs for this scheme was approved by the Combined Authority's Managing Director in November 2018.

Description of Change Request

4.179 This change request asks for additional funding of £312,136 due to increased costs to the scheme. This is due to the need to develop a significant retaining wall to underpin the land to be developed.

4.180 The scheme is being delivered by Arriva Rail North. Original designs were developed based on the designer's ground investigations. The contractor queried the results of these and undertook their own investigations which resulted in the scheme needing to be re-designed as the land requires further re-enforcement than what had been originally stated. This change was supported by an independent surveyor who reviewed both designs at the request of the Programme Board.

Outputs, benefits and inclusive growth implications

4.181 The implementation of this change request will result in the following outputs, benefits and growth:

- Enhanced rail accessibility through the provision of the car park which also enhances employment accessibility.
- Improved overall journey times for passengers.
- Carbon savings through improved access to the rail network and the encouragement of modal shift.
- Reduction of on street parking benefiting the local area.
- Delivery of over 200 car parking spaces; 193 standard spaces, and 10 blue badge spaces.

Risks

4.182 The following risks have been identified:

- Potential ground contamination issues associated with historical site use and active railway site use adjacent to the site. This has been mitigated through issues being identified and accounted for.
- Himalayan Balsam is present on site and it is an offence to cause it to spread in the wild. This has been mitigated through surveys and

assessments being conducted in line with development proposals to prevent spread on to third part lands.

- The impact of the retaining wall on cottages may result in opposition to the scheme. This will be mitigated by ongoing stakeholder consultation with the local residents including a sharing of the scheme designs.

Costs

- 4.183 The full business case with finalised costs gained approval to total scheme cost of £3.64 million, which was approved through delegation to the Combined Authority's Managing Director in November 2018.
- 4.184 Due to the increased costs of the retaining wall, this change request asks for a further £312,136 which increases the overall scheme cost to £3.952 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/01/2021
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs should remain within 5% the costs set out in this report.</p> <p>The timeframes should remain within 3 months of those set out in this report.</p> <p>The number of car parking spaces should remain within 20% of those outlined in this report.</p>

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal summary

- 4.185 Due to the increased costs, there has been a slight reduction in the benefit cost ratio (BCR) for this scheme. The full business case with finalised cost identified a BCR of 2.8:1 whereas this scheme now reflects a BCR of 2.4:1. This still represents high value for money and wider social benefits, such as reduced emissions and improved access to public transport, will be realised.
- 4.186 This scheme has an allocated 10% contingency of £326,752, however it is proposed that the scheme retains the contingency due to further delivery risks. The extra funds required for the delivery of this scheme are affordable within the overall Rail Park and Ride Programme.

Recommendations

- 4.187 That Investment Committee approves that:
- (i) The change request to the Mytholmroyd Rail Park and Ride Programme - to increase the total scheme cost from £3.64 million to £3.952 million (additional funding of £312,136) is approved.
 - (ii) The change request to the Mytholmroyd Rail Park and Ride Programme - to extend the delivery timeframe from December 2019 to December 2020 is approved.
 - (iii) The Combined Authority enters into an addendum to the existing Section 56 agreement with Arriva Rail North for additional expenditure of up to £312,136 taking the total value to £3.952 million.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

Decisions made through the delegation to the Managing Director

4.188 Since Investment Committee's meeting in September 2019, decisions regarding the following schemes has been exercised. This decision was made through the delegation to the Combined Authority's Managing Director or Director of Delivery following a recommendation from Combined Authority's Programme Appraisal Team. In order for a decision to be made through a delegation to the Managing Director or Director of Delivery, the scheme must remain within the assurance tolerances that have been approved at an earlier decision point. All the schemes outlined below have remained within their approved delegations unless stated otherwise below.

West Yorkshire Combined Authority Head Office Accommodation project

4.189 As part of the West Yorkshire Combined Authority and the Local Enterprise Partnership (LEP) Transformation Programme changes to head office accommodation are required.

4.190 The accommodation project aims to bring the organisation together and create fit for purpose facilities for staff, members, visitors and partners. In line with the approach adopted by partner councils in recent years, the accommodation project will deal with a clearly identified gap in terms of office quality and facilities, as well as a consolidation of office buildings.

4.191 A contractor has now been procured and works will commence on site on 07 October 2019.

4.192 The Managing Director approved the decision point 5 on 12th August 2019 giving full approval to spend £7.488 million. This will be funded entirely by the Combined Authority (from the approved budget for Corporate Projects). This includes the previously approved development costs of £375,000.

Castleford Rail Station Gateway

4.193 This decision related to the Castleford Rail Station Gateway Improvements scheme achieving decision point 5 (full business case with finalised costs) approval and work starting on activity 6 (Delivery).

4.194 The Castleford Rail Station Gateway scheme which will see the enhancement of the existing rail station facility to provide a new, high quality, modern waiting facility and pedestrian linkages with Castleford town centre and the bus station, providing an attractive and welcoming gateway to the town. This, together with the recently completed (2016) £6 million Castleford Bus Station refurbishment, will create a public transport 'Hub' for Castleford.

4.195 The proposed scheme will see significantly improved facilities provided at the rail station with the replacement of the existing life expired poor waiting shelter with a new modern building design which seeks to complement the architectural style of the bus station. The new waiting facility will incorporate a fully enclosed waiting room and partially enclosed waiting areas; kiosk/retail space including a ticket vending machine; staffed ticket office; disabled toilet and seating. Sheltered cycle parking will also be provided.

- 4.196 The Managing Director approved the decision point 5 on 23rd August 2019 and that work can commence on delivery point 6. Full approval to spend the total project value of £2.836 million from the West Yorkshire plus Transport Fund has been given.
- 4.197 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

5 Legal implications

- 5.1 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.
- 5.2 The information contained in **Appendix 6** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

6 Staffing implications

- 6.1 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.

7 External consultees

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

8 Recommendations

Temple Green Park and Ride

- 8.1 The Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Public Transport Investment Programme Temple Green Park & Ride Extension project proceeds through outline business case (decision point 3) and work commences on full business case (decision point 4).
 - (ii) An indicative approval to the Combined Authority's contribution of £6.954 million (which will be funded through the Leeds Public Transport Investment Programme) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £7.386 million.

- (iii) Development costs of £841,000 are approved in order to progress the scheme to full business case plus finalised costs (decision point 5), with a further £1.42 million approved to fund land purchase costs expended at risk by Leeds City Council, taking total approval to £2.261 million.
- (iv) The Combined Authority enters into a variation of the existing Funding Agreement with Leeds City Council for Leeds Public Transport Investment Programme schemes, for expenditure of up to £2.261million from the Leeds Public Transport Investment Programme fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 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.

Castleford Growth Corridor

8.2 The Investment Committee recommends to the Combined Authority:

- (i) The Castleford Growth Corridor scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
- (ii) An indicative approval to the Combined Authority's contribution of £6.858 million to be funded from 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 (FBC with finalised costs). The total project value is £7.079 million.
- (iii) Development costs of £1.639 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), of which £660,000 is to fund the business case development costs, with £979,000 to fund forecast land acquisition costs. This takes the total approval to £1.839 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure of up to £1.839 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.

City Connect: (Cooper Bridge) Bradley to Brighouse

8.3 The Investment Committee using the delegated authority from the Combined Authority, approves that:

- (i) The City Connect Bradley to Brighouse project proceeds through decision point 3 (outline business case) and work commences on activity 4 (Full Business Case)
- (ii) An indicative approval to the total scheme cost of £2.328 million is given, of which the Combined Authority to fund £1.862 million 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) Development costs of £350,000 are approved in order to progress the scheme to decision point 5 (Full Business Case with finalised costs).
- (iv) The Combined Authority enters in to a Funding Agreement with Kirklees Council for expenditure of up to £350,000 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 points 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.

South Kirkby Enterprise Zone

8.4 The Investment Committee recommends to the Combined Authority that:

- (i) The South Kirkby Enterprise Zone scheme proceeds through decision point 3 and work commences on activity 5 (FBC with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of up to a maximum of £2.826 million which will be funded through the Local Growth Fund is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC 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.

Steeton and Silsden Rail Car Park

8.5 The Investment Committee recommends to the Combined Authority that:

- (i) The Steeton & Silsden Rail Car Park project proceeds through full business case with finalised costs (decision point 5) and work commences on activity 6 (Delivery).

- (ii) Approval to the total project value of £3.879 million is given from the West Yorkshire plus Transport Fund.
- (iii) The Combined Authority enters into a Section 56 Rail Funding Agreement with Arriva Rail North for expenditure of up to £3.759 million from the West Yorkshire plus Transport Fund.
- (iv) The Combined Authority enters in to a lease for Northern to use part of the Combined Authority owned car park as a temporary compound.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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 (South) Corridor

8.6 The Investment Committee recommends to the Combined Authority that:

- (i) The A61 (South) Corridor scheme proceeds through decision point 4 (full business case) and work commences on full business case with finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £18.037 million, funded through Leeds Public Transport Investment Programme is given with full approval to spend being granted once the scheme has progressed through the assurance process to full business case with finalised costs (decision point 5). The total scheme cost is £18.247 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route in this report including at full business case with finalised costs (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 assurance tolerances outlined in this report.

East Leeds Orbital Route

8.7 The Investment Committee recommends to the Combined Authority that:

- (i) The East Leeds Orbital Route project proceeds through decision point 5 and work commences on activity 6 (delivery)
- (ii) Approval to the Combined Authority's contribution of £90.33 million to be funded through the West Yorkshire plus Transport Fund, is given. The total project value is £147.49 million.

- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for additional expenditure of £64.473 million, taking the total approval to £90.33 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6 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.

Headrow City Centre Gateway

8.8 The Investment Committee approves that:

- (i) The Headrow City Centre Gateway project proceeds through decision point 4 (full business case) and work commences on activity 5 (Full Business Case with financial cost)
- (ii) An indicative approval of £22.75 million to be funded through the Leeds Public Transport Investment Programme 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 cost). (Update this section following Leeds CC capital bid outcome)
- (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.

Stourton Park and Ride

8.9 The Investment Committee approves that:

- (i) The Leeds Public Transport Investment Programme Stourton P&R project proceeds through full business case (decision point 4) and work commences on full business case plus finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £34.16 million, to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £36.99 million.
- (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.

Rail Park and Ride Programme Phase 1- Mytholmroyd

8.10 The Investment Committee approves that:

- (i) The change request to the Mytholmroyd Rail Park and Ride Programme - to increase the total scheme cost from £3.64 million to £3.952 million (additional funding of £312,136) is approved.
- (ii) The change request to the Mytholmroyd Rail Park and Ride Programme - to extend the delivery timeframe from December 2019 to December 2020 is approved.
- (iii) The Combined Authority enters into an addendum to the existing Section 56 agreement with Arriva Rail North for additional expenditure of up to £312,136 taking the total value to £3.952 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

9 Background documents

9.1 None as part of this report.

10 Appendices

Appendix 1 - Background

Appendix 2 - Temple Green Park & Ride business case summary

Appendix 3 - Castleford Growth Corridor business case summary

Appendix 4 - City Connect Bradley to Brighouse business case summary

Appendix 5 - South Kirkby Enterprise Zone business case summary

Appendix 6 - South Kirkby Enterprise Zone exempt appendix

Appendix 7 - Steeton and Silsden Rail Park and Ride business case summary

Appendix 8 - A61 (South) business case summary

Appendix 9 - East Leeds Orbital Route business case summary

Appendix 10 - Headrow City Centre Gateway business case summary

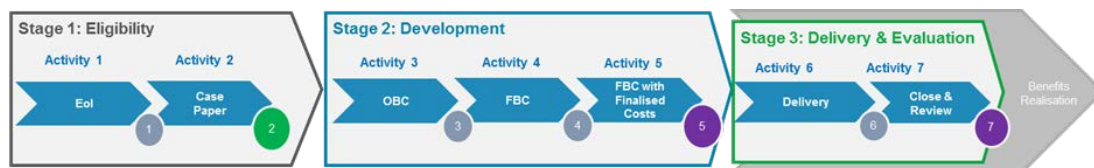
Appendix 11 - Stourton Park & Ride business case summary

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Appendix 1: Background to the report

Information

- 1.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by the Combined Authority, following consideration by the West Yorkshire and York's Investment Committee. The Combined Authority will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the assurance framework, will as a minimum, need to formally pass decision point 2 (case paper approval) and 5 (final cost approval) highlighted below, with the requirement to meet the intervening activities deemed on a project by project basis.



- 1.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.

Future assurance and approval route

- 1.3 The tables for each scheme in the main report outlines the proposed assurance process and corresponding approval route for the scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Tolerances

- 1.4 In order for the scheme to follow the assurance pathway and approval route that is proposed in this report, it should remain within the tolerances outlined for each scheme. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration.

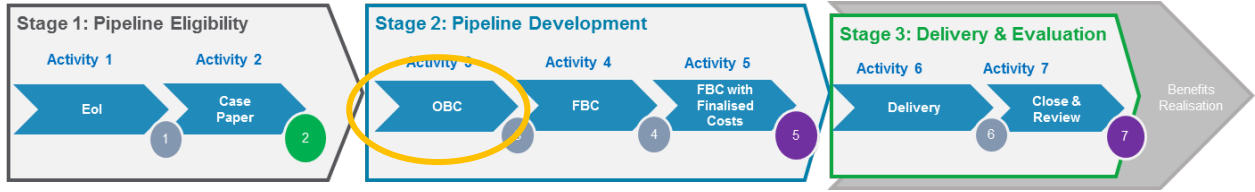
Section A: Scheme Summary

Name of scheme:	LPTIP Temple Green Park and Ride Extension
PMO scheme code:	DFT-LPTIP-0033d
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Mohammed Mahmood
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – Leeds Public Transport Investment Programme (LPTIP)
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	<p>None</p> <p>The scheme was not part of the LPTIP Programme, approved by the Combined Authority at decision point 2 in June 2018.</p> <p>The scheme has secured Leeds CC Executive Board approval at Exec Board meeting of 24 July 2019.</p>
Forecasted full approval date (decision point 5):	May 2020
Forecasted completion date (decision point 6):	March 2021
Total scheme cost (£):	£7.386 million
Combined Authority funding (£):	£6.954 million
Total other public sector investment (£):	£0.432m (S106 contributions – subject to planning)
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

Yes - LPTIP

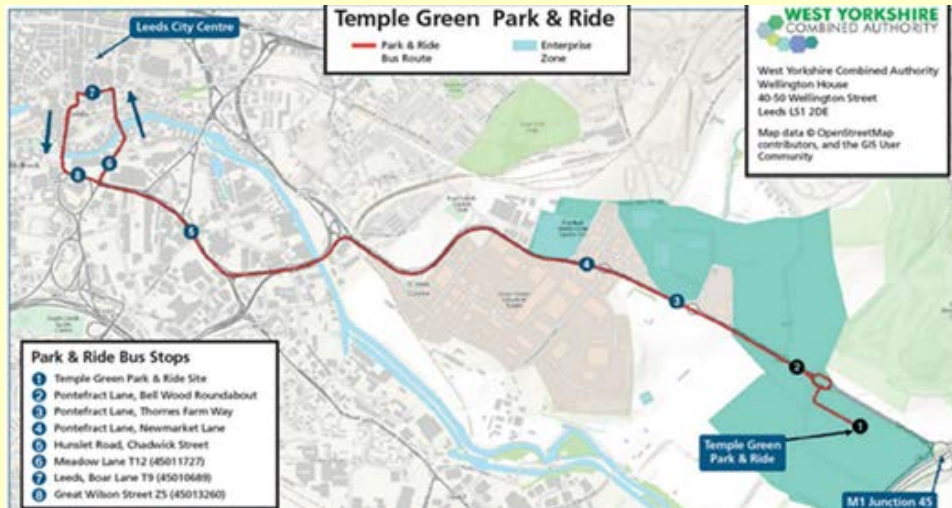
Current Assurance Process Activity:



Scheme Description:

The Temple Green P&R extension scheme comprises the implementation of upgrades to the existing bus-based Temple Green P&R site through the addition of up to 389 additional spaces. An additional bus service (increasing the frequency) is proposed as part of the scheme to accommodate the additional demand. This would increase the frequency to 8.5 minutes at peak periods from the current 10-minute frequency.

The proposed scheme is located approximately 7km to the east of Leeds City centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.



Business Case Summary:

Strategic Case

Leeds city centre, served by the P&R scheme, plays a key economic and strategic role at the heart of the Leeds district and Leeds City Region, accounting for 27% of all jobs in Leeds. This concentration of economic activity within the city centre has resulted in Leeds being the second most attractive core city for inward investment, with the fastest rate of private sector jobs growth and largest wage increases of any city in the region.

	<p>The site also sits at the eastern end of the Aire Valley Enterprise Zone, and as such the park and ride bus service links the City centre (and onward connections across the City Region) with current and emerging employment opportunities within the valley between the City centre and the park and ride site.</p> <p>However, as identified in the Strategic Economic Plan, there are existing transport challenges, which negatively impact on current businesses in the City centre and on the future growth:</p> <ul style="list-style-type: none"> • Commuting into Leeds City centre is currently dominated by car, with levels of car trips into the city centre much higher than in other UK core cities. • There is currently congestion - with extended and highly variable journey times – during the morning and evening peak hours periods along key radial routes into the City centre. • Congestion is constraining the attractiveness of the City centre for both current and prospective employers, employees and investors. This consequently hampers business and economic growth potential due to the difficulties in accessing the city centre and other key employment sites. • Rising congestion levels has contributed to Leeds suffering from poor air quality, particularly in the city centre. <p>Hence, there is a clear need for sustainable access to the City centre to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.</p>
<p>Commercial Case</p>	<p>The Temple Green park and ride facility first opened in June 2017 and currently has a capacity of 1,000 spaces. User numbers have continued to rise since opening, with the site now regularly achieving a daily demand of more than 900 vehicles (based on April 2019 data). An independent demand forecasting report has been produced to understand the likely capacity required as a result of future user demand. It forecast a need for more than 1,450 spaces by 2036, with possibility this demand increases to c. 1,950 spaces as Stourton park and ride reaches capacity.</p> <p>The Procurement approach has been informed by the positive and constructive lessons learnt from developing, delivering and operating the original Temple Green park and ride and the previous delivery and extension of Elland Road park and ride .</p> <p>BAM+Mott MacDonald, to act as the Delivery Partner for the LPTIP corridor and park and ride schemes, have now been appointed through an OJEU led procurement exercise undertaken by LCC (as of August 2018). They are already mobilised in the development of this scheme to enable delivery of the documented works packages within the timescales required.</p> <p>When an additional service be required to meet demand, a variation of the existing contract with the Combined Authority is likely to be the most practical, suitable and cost-effective route to the procurement of an additional bus to service.</p>

	<p>All land required for scheme delivery is now within the ownership of Leeds City Council, with the land required for extension of the park and ride facility acquired in February 2019.</p>
Economic Case	<p>This scheme meets the LPTIP programme aims and satisfies the strategic outline business case critical success factors applied in the long and short list sifting exercise.</p> <p>Optioneering to develop the proposal has been carried out, which included the following steps:</p> <ul style="list-style-type: none"> • Step 1: consideration of available land • Step 2: consideration of surface parking or multi-storey car parking • Step 3: consideration of parking layouts within the expanded site <p>Through the feasibility design and liaison with the Leeds City Council landscaping officer, the preferred design was refined with the final layout reflecting 389 spaces.</p> <p>As part of short listing options, the Multi Storey Car Park was retained as the More Ambitious Option (up to 637 additional spaces), with a reduced car park spaces proposal (up to 250 spaces) added as the Less Ambitious option.</p> <p>The value for money assessment for the preferred option at Outline Business Case reflects a benefit cost ratio of 1.74:1, judging the proposal as Medium value for money.</p> <p>A series of sensitivity tests were carried out to test the preferred option under various scenarios and assumptions.</p>
Financial Case	<p>The construction cost of the car park extension is expected to be £7.39 million, including costs of purchasing the land, contingencies, QRA, other additional costs such as CCTV, design work, and construction supervision.</p> <p>£6.954 million is sought from the Leeds Public Transport Investment Programme (LPTIP) funding programme, with £432,000 to be secured through S106 contribution.</p> <p>The expectation is that all the scheme development costs will take place in 2019/2020, with construction being undertaken in 2020/2021. Some early development costs, including land purchase costs have been expended in 2018/2019.</p>
Management Case	<p>The project will be managed in house by Leeds City Council using a PRINCE2 trained and experienced Leeds City Council staff member, using a well-established governance structure that has been successfully applied to deliver other transport improvement schemes.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority, with an established programme management board in place.</p> <p>Approval of the full business case with costs is forecast for March 2020, with practical completion forecast for March 2021.</p>

	Planning consent is required to construct the proposed extension. The planning application to be made in September 2019, with determination anticipated by early December 2019.
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Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

Section A: Scheme Summary

Name of scheme:	Castleford Growth Corridor
PMO scheme code:	WYTF-PA4-036
Lead organisation:	Wakefield Council
Senior responsible officer:	Neil Rodgers, Wakefield Council
Lead promoter contact:	Paul Stevenson, Wakefield Council
Case officer:	Asif Abed

Applicable funding stream(s) – Grant or Loan:	Grant - West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 - Infrastructure for Growth

Approvals to date:	<p>Gateway 1 April 2015: Indicative approval at decision point 2 of scheme cost of £22.8 million, with approval of £200,000 to fund project development costs to OBC (decision point 3).</p> <p>OBC Activity 3: The scheme came forward with an OBC to PAT of 10 January 2019, with a scheme cost of £24.42 million. The PAT recommended that the OBC is deferred from progressing, with the promoter to submit a revised OBC that details a lower cost proposal to yield the benefits and outcomes sought.</p>
Forecasted full approval date (decision point 5):	March 2021
Forecasted completion date (decision point 6):	March 2022

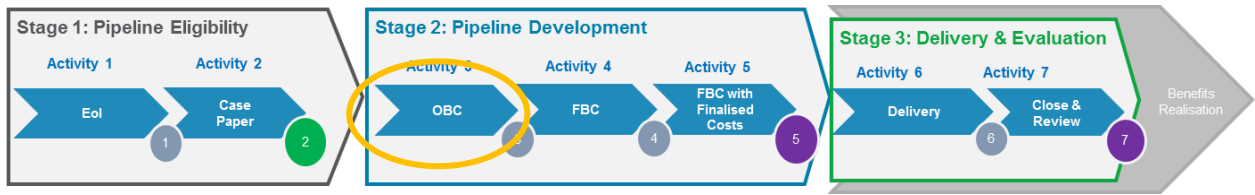
Total scheme cost (£):	£7.079 million
Combined Authority funding (£):	£6.858 million
Total other public sector investment (£):	£221,000 Homes England
Total other private sector investment (£):	£0

Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

No

Current Assurance Process Activity:

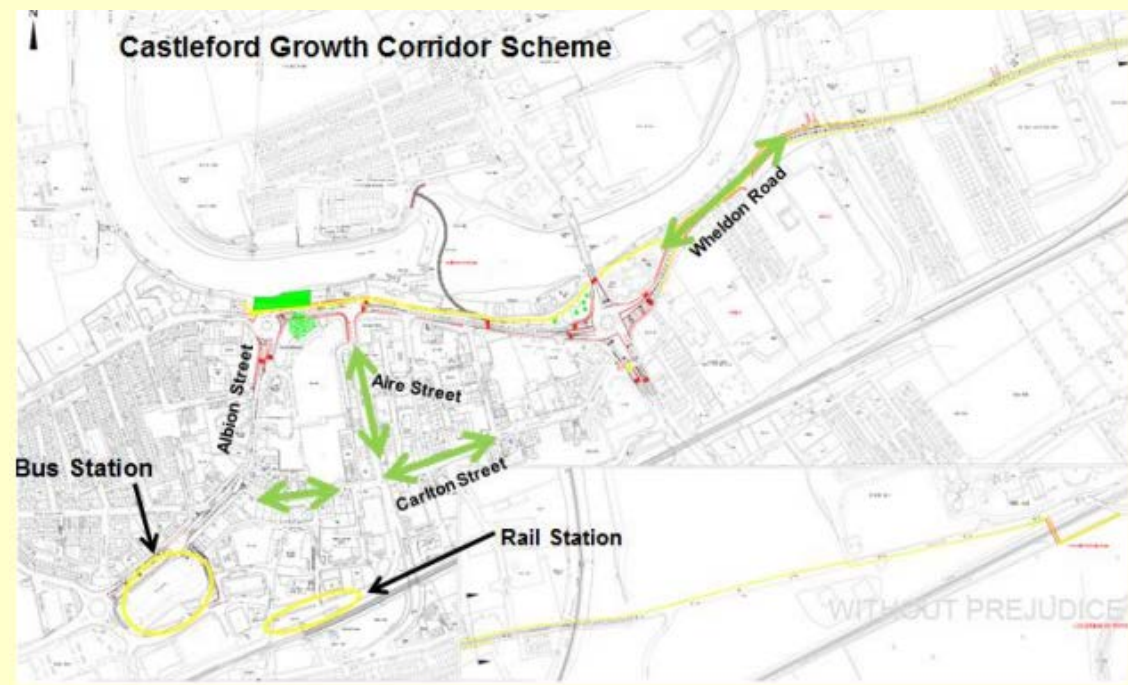


Scheme Description:

This scheme will see Highway improvements along the Castleford Growth Corridor including carriageway widening at Aire Street to provide an additional westbound lane, improvements to the Lock Lane and Savile Road roundabouts, signal-controlled junction improvement, and improved crossing facilities for pedestrians.

There will also be provision of new cycleway/cycle lanes and new footpaths to provide a continuous route for pedestrians and cyclists along the full length of the Castleford Growth Corridor. This will link the Castleford to Wakefield Greenway, via Castleford town centre, to Fyston village at the eastern end of the Growth Corridor. It also links to green infrastructure at Fyston Country Trails leisure area (off Wheldon Road), thereby promoting active travel, improving connectivity and inclusivity.

The scheme will also provide public realm improvements on Savile Road, by opening up views and public access to the River Aire, adjacent to the Scheduled Ancient Monument (Roman Baths) and the Queen’s Heritage Mill building, as a result of the land acquisition required for the footway/cycleway improvements in Castleford town centre.



Business Case Summary:

Strategic Case

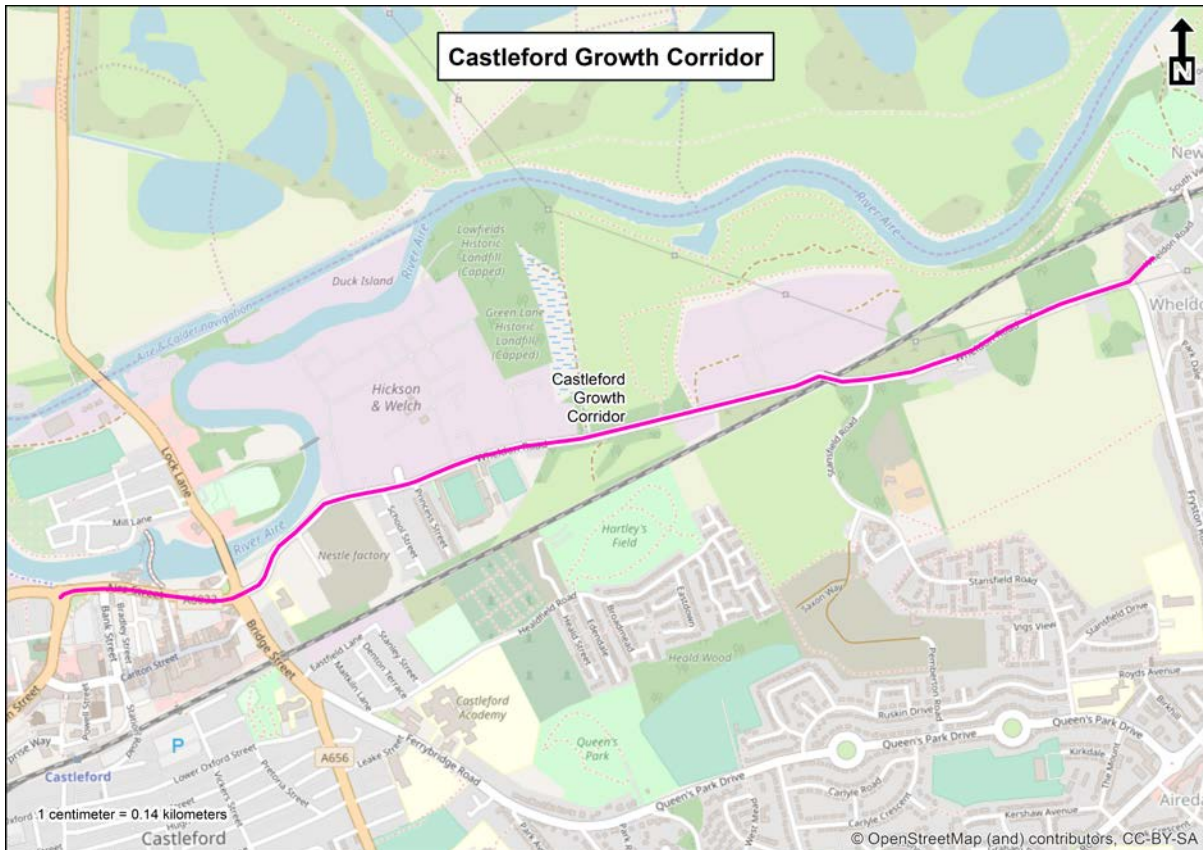
Castleford is located in the north east of Wakefield district, and has a strategic location close to key transport corridors including the M62 and A1

	<p>(M). It is located close to major employment opportunities, as well as leisure and recreational assets.</p> <p>The Castleford Growth Corridor area extends from the town centre along the banks of the River Aire to the Fryston village in the east. It contains extensive areas of vacant industrial, brownfield land, a former chemical works, tracts of land affected by shallow sand workings and pockets of previously demolished residential areas. At present the viability of many of these sites is constrained by low values, infrastructure requirements and high costs.</p> <p>To tackle these issues and capitalise on opportunities for regeneration, the Castleford Growth Corridor area is referenced within several national, regional and local designations and policy documents, including the Leeds City Region's Strategic Economic Plan (SEP). The SEP recognises Castleford as a Priority Area for regeneration, having the potential to deliver 'Good Growth' by delivering substantial housing and economic growth.</p> <p>The area is also one of only 20 sites outside London designated in 2015 by the Government as a Housing Zone (along the Growth Corridor), where the construction up to 4,500 new homes is proposed.</p> <p>The Castleford Growth Corridor Scheme will also enhance linkages, improve connectivity and journey times to existing public transport facilities, including the new Castleford Bus Station, and Castleford Rail Station.</p>
<p>Commercial Case</p>	<p>The Castleford Growth Corridor route serves existing businesses and new housing on Lock Lane, Aire Street and Wheldon Road as well as those in Castleford town centre. It provides onward strategic links via the M62 corridor and linkages via Castleford Bus and Rail Station to the wider City Region. However, parts of the route are congested at peak times and transport improvements are required to provide capacity to address the limitations of the existing network and facilitate future development and growth.</p> <p>Key messages from the public engagement relating to existing traffic congestion and delays and to difficulties for pedestrians and cyclists, demonstrate the necessity for the scheme.</p> <p>Procurement will comply with EU procurement law and the Public Contract Regulations 2015. The construction works will be procured by the Council and will be subject to OJEU rules. All evaluation methodology will be aligned to procurement policy and will be compliant with industry best practice and EU legislation.</p> <p>The procurement strategy options for this project need to deliver value for money by maximising the likelihood of the project objectives being delivered in full for minimal out-turn cost (and within the budget available).</p> <p>The preferred procurement route for the scheme is therefore via an open tender process, in compliance with the European and UK Procurement Regulations, the Council's Corporate Procurement Strategy and Contract Procedure Rules.</p>
<p>Economic Case</p>	<p>Optioneering comprised appraising four low cost options as part of the Long List, with two of these options being taken forward to test against the initial higher cost proposal at Short List.</p>

	<p>The critical success factors applied were capacity of key roundabout and value for money.</p> <p>It was concluded Aire Street Plus (this scheme) would be the Preferred Option, given:</p> <ul style="list-style-type: none"> • It provides the satisfactory traffic capacity, is significantly less costly than the High Cost Option and, is deliverable by 2022. • The scheme provides wider economic benefits in the form of opening up the waterfront, connecting with the Castleford to Wakefield Cycleway, and better connectivity with the town centre. • Castleford is a priority economic growth and regeneration area identified by the Government, Wakefield Council and the Leeds City Region. <p>The value for money assessment at outline business case presents a benefit cost ratio of 2.32:1, which when assessed against the Department for Transport's value for money criteria, reflects a High Value for Money scheme.</p>
Financial Case	<p>The total project cost forecast for the preferred option is £7,079,451, of which £6,858,451 is sought from the Combined Authority's West Yorkshire-plus Transport Fund, with £221,000 contributed by Homes England.</p> <p>Cost overruns are to be met through the allocated contingency budget for each element of the scheme. If exceeded, it will be managed within the overall scheme contingency budget. If necessary, the Combined Authority's Change Request process will be followed.</p> <p>On-going/operational costs relating to the maintenance of the scheme include resurfacing, ongoing maintenance of traffic/pedestrian signals, and street lighting. These costs will be funded through Wakefield Council's existing maintenance budgets.</p>
Management Case	<p>The project will be controlled and managed by the Council's Project Management Guidelines based on PRINCE2 project management arrangements in order to deliver the scheme. The project will also be subject to the Combined Authority's Project Assurance processes to ensure that the proposal aligns with the approved funding criteria and procedures.</p> <p>The delivery programme anticipates formal approval of funding through the Combined Authority's assurance process by March 2021, with completion of construction and scheme opening expected in March 2022.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

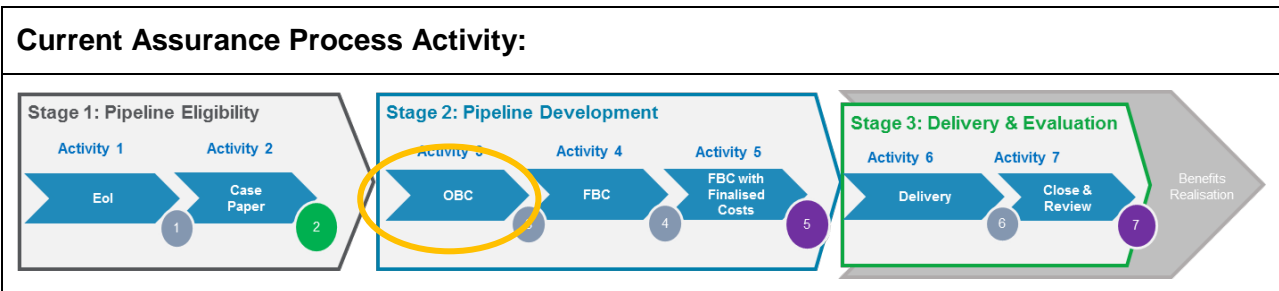
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

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Section A: Scheme Summary

Name of scheme:	CCAG Phase 3: Cooper Bridge (Bradley to Brighthouse Cycle Route)
PMO scheme code:	LTP-CCAG-003b
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Keith Bloomfield
Lead promoter contact:	Miguel D'Souza, Kirklees Council Fiona Limb, Combined Authority
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant - West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 - Infrastructure for Growth
Approvals to date:	<p>Approval of Phase 3 at a Programme Level:</p> <p>Combined Authority Call for Projects EOI 28 June 2018 - indicative approval of £14.824 million total cost, of which £12m to be funded from the Transport Fund, circa £2.1 million CCAG match.</p> <p>Senior Leadership Team 14 December 2018 - RfD approving CCAG Phase 3 development funding to the value of £350,000 from the Transport Fund, within which £65,000 allocated to Kirklees Council, of which £15,000 attributed to this scheme, to progress to OBC (decision point 3).</p>
Forecasted full approval date (decision point 5):	April 2020
Forecasted completion date (decision point 6):	March 2021
Total scheme cost (£):	£2.328 million
Combined Authority funding (£):	£1.862 million West Yorkshire-plus Transport Fund
Total other public sector investment (£):	£465,500 Highways England (applied for)

Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - CCAG Phase 3

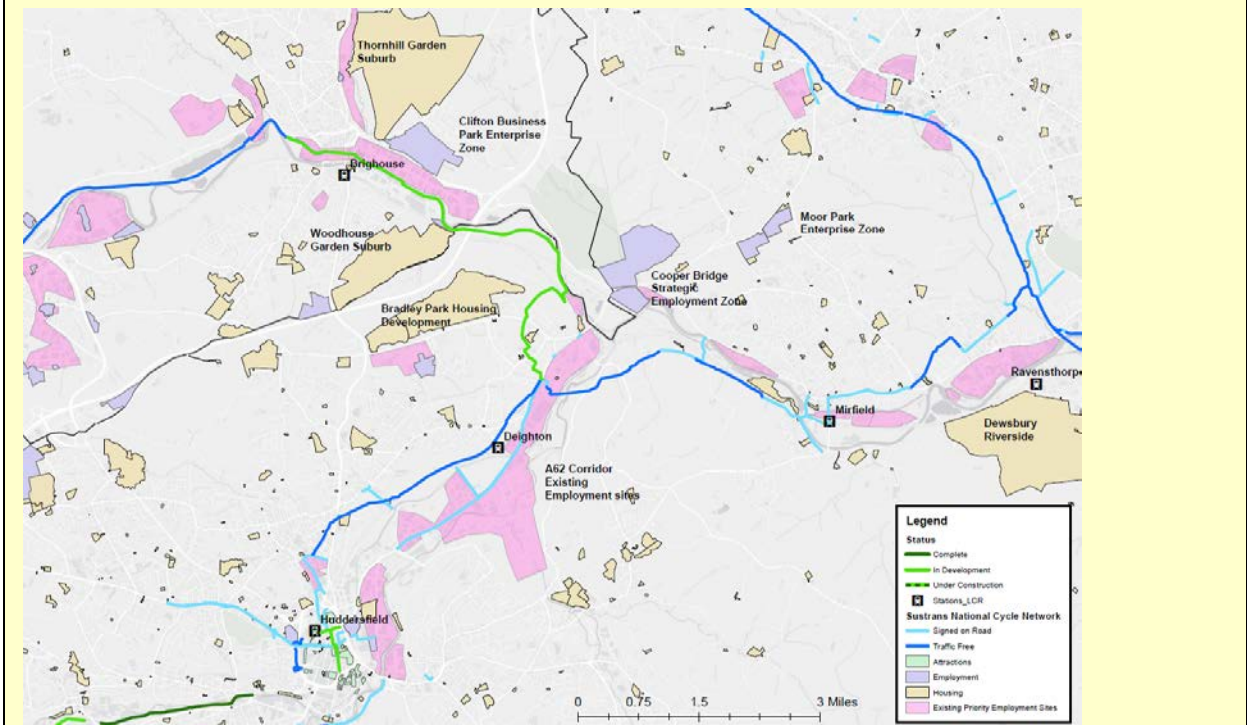
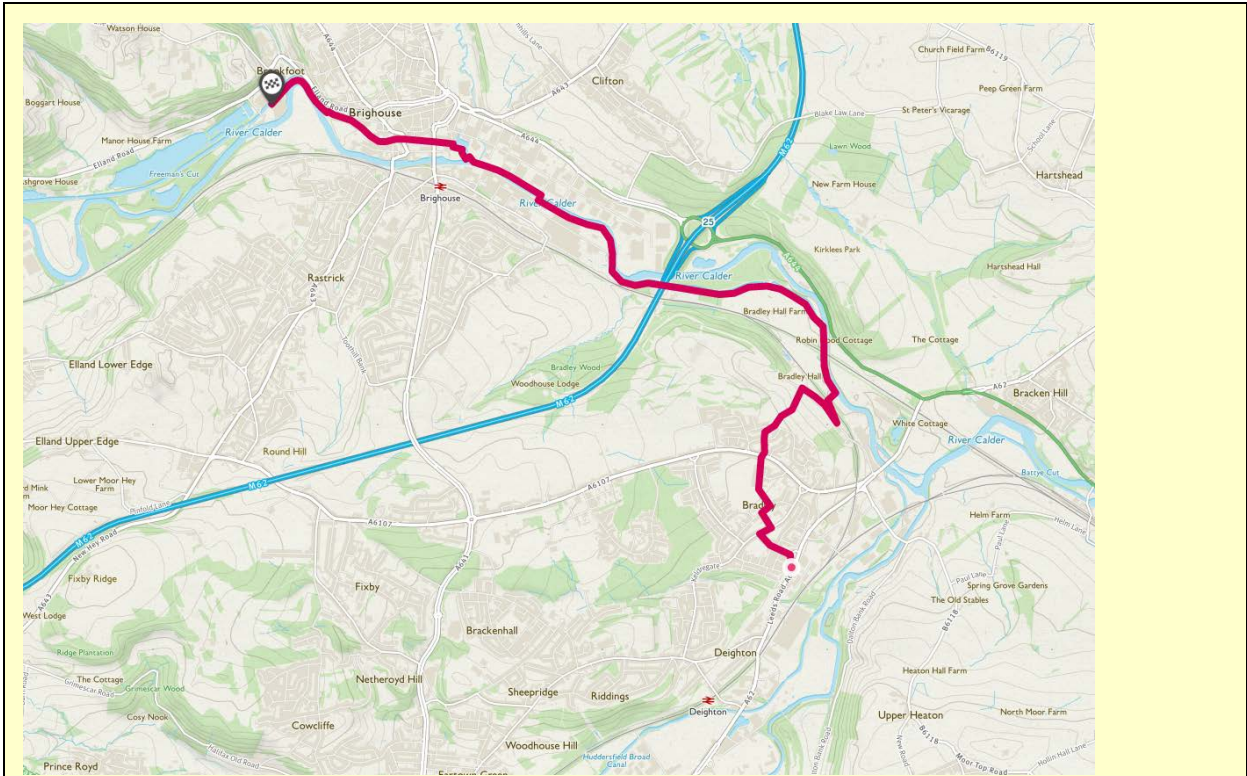


Scheme Description:

The project will deliver a 6.5km high-quality cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but will provide strategic links to the highway network, where required. It will complement a number of other highways improvement schemes planned for the area and will complete a long standing 'missing link' in the strategic cycle network in the region and National Cycle Network.

The primary objectives of this scheme are to

- relieve traffic congestion along the A62/A644 by providing a safe, alternative Active Travel route for commuter and leisure walkers and cyclists;
- encourage mode shift towards Active Travel for a range of journey purposes;
- reduce the necessity to undertake shorter journeys by private motor vehicle; to address the existing gender inequality in cycle use;
- access rail stations as part of a longer commute.



Business Case Summary:

Strategic Case

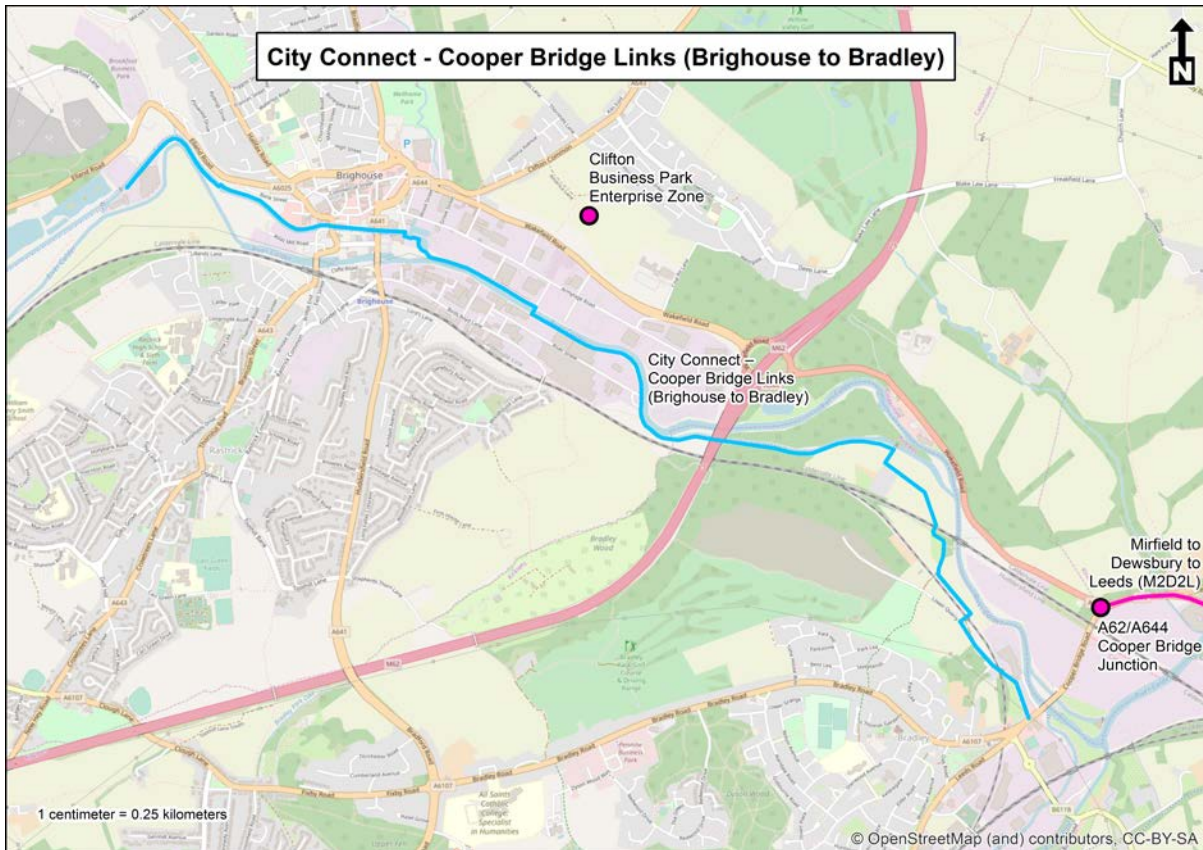
The A62, A644, A641 and A6107 all form part of the West Yorkshire Key Route Network, connecting the districts to the Strategic Road Network in the form of the M62.

	<p>High levels of congestion have led to other associated negative effects of traffic, such as air quality issues, with Air Quality Management Areas declared in Brighouse town centre and on the A62.</p> <p>The proposed Bradley to Brighouse route will provide the active travel element of the Cooper Bridge highway scheme, providing a safe, fast, high-quality route with improved journey ambience, encouraging the uptake of cycling and walking as “the natural choice for short journeys or as part of a longer journey”.</p> <p>By linking areas of housing and employment growth, the package will help deliver the SEP priority 4 (Infrastructure for Growth), and support a reduction in road traffic congestion, contributing to achieving better air quality as part of West Yorkshire Low Emissions Strategy.</p>
<p>Commercial Case</p>	<p>Existing barriers to cycling in parts of West Yorkshire have been identified as a lack of infrastructure, safety concerns, and training and education issues.</p> <p>The A62 is the primary link between Huddersfield and North Kirklees, as well as linking Huddersfield with Leeds and Manchester (via the M62). This corridor has the largest movement of people in the region by all modes and the least spare capacity to accommodate that movement. There is currently no cycling infrastructure between Bradley and Brighouse and the scheme seeks to address this.</p> <p>As is expected from a scheme at this stage of development, the procurement approach is still being developed. The final procurement route will be determined through the development of the full business case as the details of the scheme are finalised.</p> <p>As the scheme is made up of several elements including works on and off the highway, different procurement and delivery options may be appropriate for the various phases. The four main routes available are:</p> <ul style="list-style-type: none"> • In-House Provision • Traditional • Design and Build • Design and Build (including Early Contractor Involvement)
<p>Economic Case</p>	<p>The economic case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes.</p> <p>The shortlist of schemes has been identified based on the overall desirable cycle network and other transport schemes which have a cycling infrastructure element with identified funding. Further option sifting identified the preferred (do something) option which was then appraised against Critical Success Factors (CFS).</p> <p>The economic case also determines whether the proposed package is a viable investment, describing the common appraisal criteria and assumptions used to determine the scheme’s economic worth and value for money (VfM). The scheme appraisal focuses on those aspects of scheme performance that are relevant to the nature of the intervention.</p>

	<p>The approach therefore has quantified the following:</p> <ul style="list-style-type: none"> • Health benefits • Absenteeism Benefits • Collision impacts • Journey Quality Benefits • Marginal External Costs savings <p>The value for money assessment at outline business case reflects a benefit cost ratio of 1.88:1, judging the scheme as Medium Value for Money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case is to be undertaken at full business case.</p>
Financial Case	<p>The total cost of the package is £2.328 million. This is made of £1.862 million to be funded from the West Yorkshire-plus Transport Fund, with a £465,500 contribution from the Highways England Designated Funds RIS1/2.</p> <p>The key financial risks are that tender costs may exceed the budget, however cost estimates have been based on market rates and are thought to be representative. The project Outrun Costs include risk, contingency and inflation elements which help make the estimate robust.</p>
Management Case	<p>The Project forms part of the CityConnect Programme, managed by the West Yorkshire Combined Authority's Programme Management team. Each of the projects have a Project Executive and Project Managers to drive the projects forward to the delivery (construction) phases. Key decision-makers and the project programme, including key milestones are identified as part of the Management Case.</p> <p>Scheme completion is forecast for March 20201.</p> <p>Project risks have been identified in line with the programme Risk Management Strategy. As far as possible, the risks will be designed out as part of the detailed design process and through stakeholder management, consultations and communication.</p> <p>A Monitoring and Evaluation Plan is in place for all City Connect schemes and includes user counts and surveys pre- and post –implementation, to be supplemented by annual mode split surveys.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



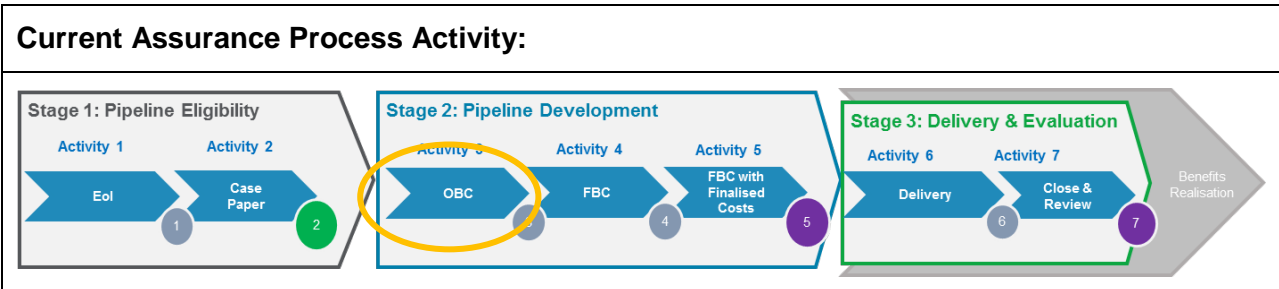
Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

Section A: Scheme Summary

Name of scheme:	South Kirkby Enterprise Zone
PMO scheme code:	GD-PA4-021g
Lead organisation:	Marshall Construction (West Yorkshire) Limited
Senior responsible officer:	Kate Thompson - Head of Implementation, Combined Authority
Lead promoter contact:	Chris Marshall, Chairman Marshall Construction
Case officer:	Ian McNichol
Applicable funding stream(s) – Grant or Loan:	Grant - Enterprise Zone Programme
Growth Fund Priority Area (if applicable):	Priority Area 4 - Infrastructure for Growth
Approvals to date:	<p>Decision Point 2 Case Paper</p> <ul style="list-style-type: none"> • Investment Committee 9 November 2017 • Combined Authority Board 14 December 2017 <p>Indicative EZ Programme approval of £20m from the Local Growth Fund, with approval of £302k of development costs.</p> <p>Call for Projects Case Paper</p> <ul style="list-style-type: none"> • PAT 2 May 2018 • Investment Committee 5 June 2018 • Combined Authority Board 28 June 2018 <p>Indicative approval of a further £24.939 million through over programming against the Local Growth Fund, with approval of a further £1.541 million of development costs.</p> <p>The EZ Programme to date has secured indicative approval of £44.939 million from the Local Growth Fund, with approval of £1.923 million development costs.</p> <p>LEP Board 26th March 2019</p> <p>The LEP endorsed the need for the Combined Authority to consider grant payments to private sector organisations to ensure delivery is realised on some of the EZ sites. This endorsement is conditional on the need for all requests of funding to capture sufficient and robust clauses within the Funding Agreement to protect the public sector position.</p>
Forecasted full approval date (decision point 5):	January 2020

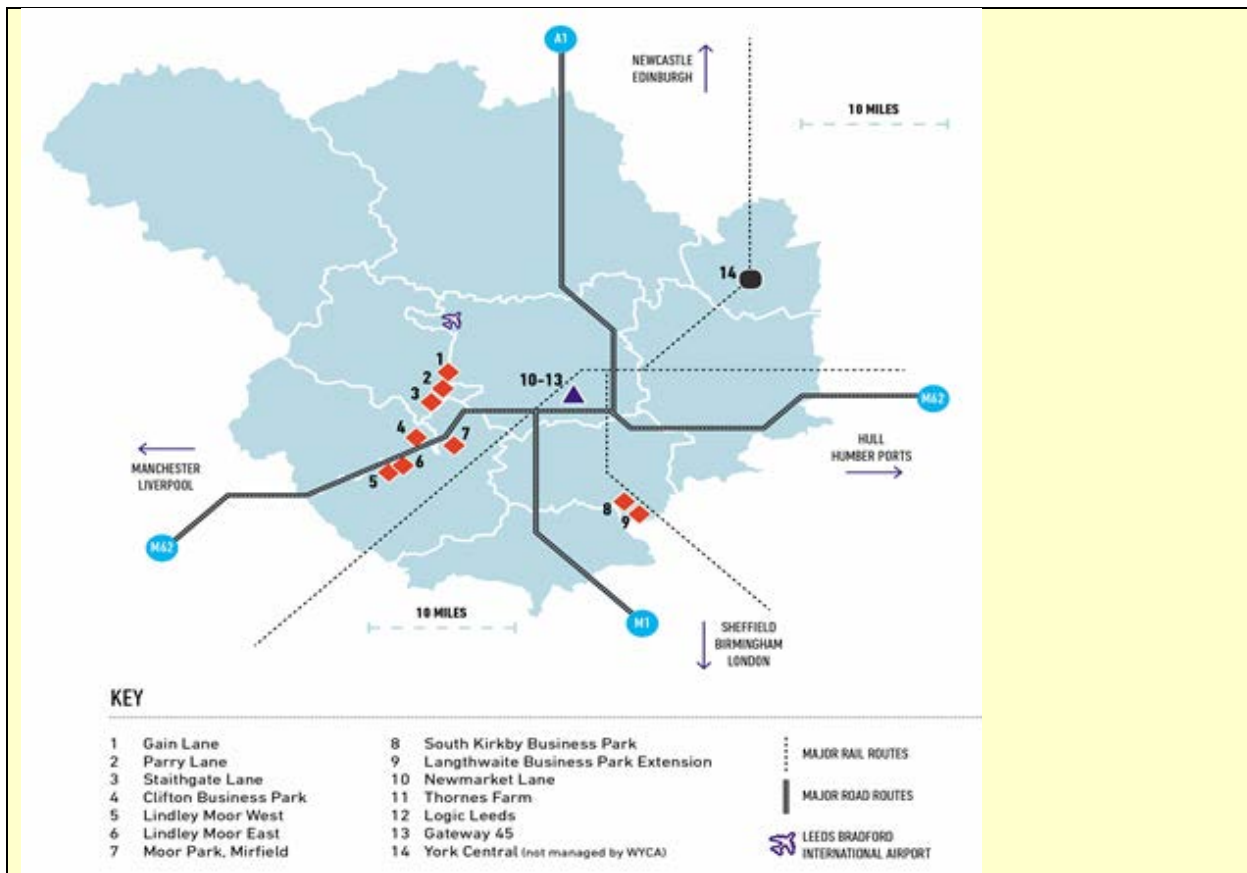
Forecasted completion date (decision point 6):	September 2021
Total scheme cost (£):	£8.092 million
Combined Authority funding (£):	£2.826 million
Total other public sector investment (£):	-
Total other private sector investment (£):	£5.266 million
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes



Scheme Description:

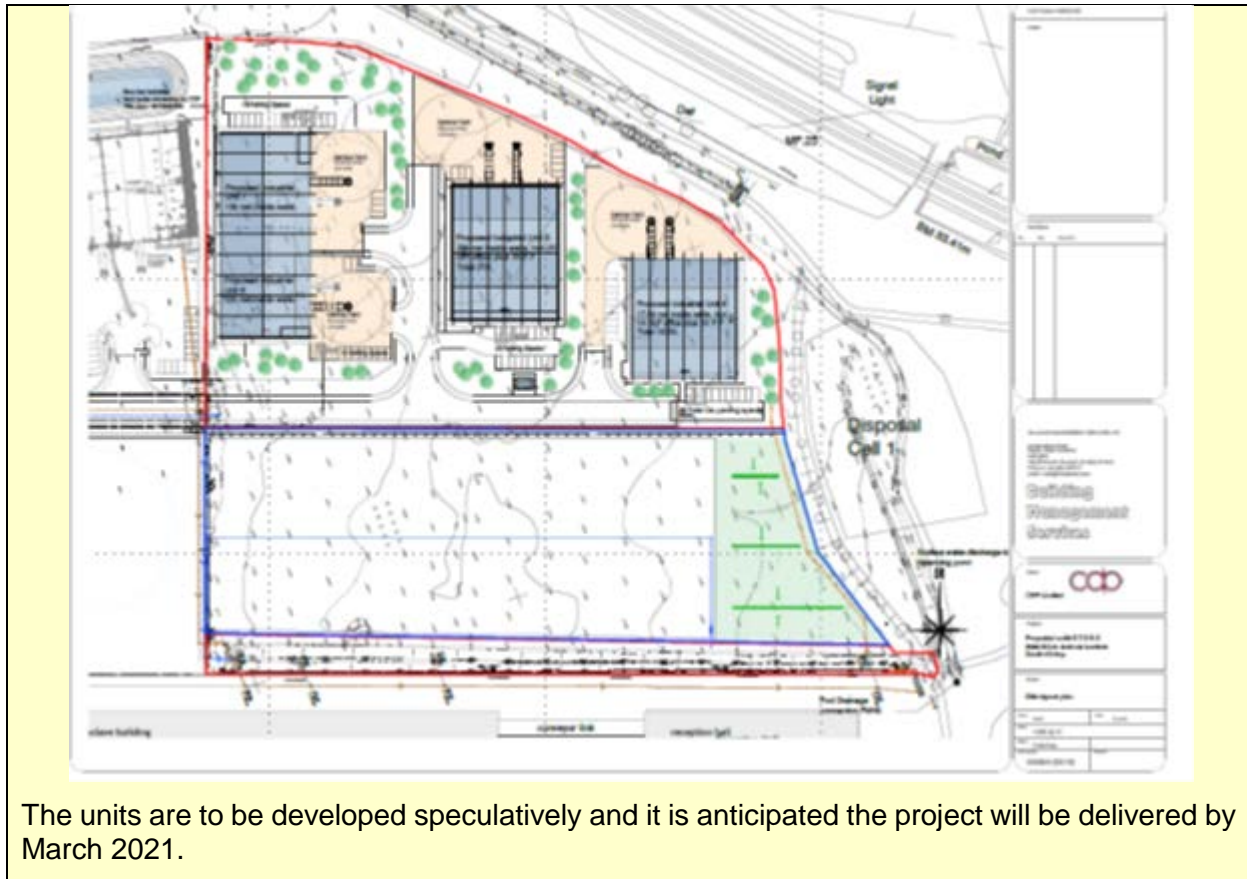
The scheme is an economic regeneration project, part of the Leeds City Region Enterprise Zone Programme, funded through the Local Growth Deal fund.

The project is to provide infrastructure and services to open up 2.64 hectares of land (including land for the drainage swale) at plot 3 on South Kirkby Business Park Enterprise Zone site, which is located in South Kirkby, Wakefield, point 8 on the locational map below.



The project comprises extending South Kirkby Enterprise Zone by the provision of four commercial units serviced by an extension to Data Drive, a new electricity substation, internal site roads and a drainage swale to assist with the drainage associated with the site.

Please see plan below which indicates the site layout proposed of the four units totalling 65,500ft² or 6,085m².



Business Case Summary:

Strategic Case

At national level the scheme is compatible with the five foundations of productivity within the National Industrial Strategy. Regionally it supports delivery of the Government’s agenda to devolve responsibility for growth and incentivises economic development. It supports the Leeds City Region Strategic Economic Plan vision of ‘good growth’ by delivering high-quality employment space aimed at advanced manufacturing and innovation and complimentary sectors.

The project supports priority 4b: Infrastructure for Growth.

The Leeds City Region has 17% of local areas in the most deprived 10% in England and Wales, this is 2/3rds higher than the national average. The proposal’s objectives are consistent with those of the Enterprise Zone programme as described in the Spatial Priority Areas in the Leeds City Region Strategic Economic Plan.

The scheme is compatible with the inclusive growth agenda contained in the Wakefield District Economic Strategy. The strategy identifies local strengths, opportunities and challenges, including persistent deprivation.

Wakefield District is located between Leeds and Sheffield and has excellent transport links being close to the M62, M1 and A1 and having direct rail services to London, Leeds, Edinburgh and Sheffield.

The Centre for Cities Report 2019 identified Wakefield as the joint 2nd UK city most at risk in terms of job losses to automation, stating that 29.3% (45,000) of all jobs in Wakefield will be at risk by 2030.

	<p>The employment rate for 16-64 year olds across the District is 73.9% compared to 73.3% across the City Region and 75.4% nationally.</p> <p>The project will benefit South Elmsall and South Kirkby, which are two deprived wards in the Wakefield District. South Kirkby has the highest proportion of residents who are long-term unemployed. Index of Multiple Deprivation measures show the South Elmsall and South Kirkby area performs below the national average:</p> <ul style="list-style-type: none"> • 11.8% residents attain NVQ L4 – England 27.4% • 25.3% residents live in wards in the top 10% most deprived wards in England • 24% residents employed in elementary occupations - England 11% • 28% children in child poverty. <p>In 2018 the Centre for Cities identified Wakefield as being in the lowest quartile in terms of productivity per worker.</p> <p>The project will contribute to the objectives of both the current and draft local plans.</p> <p>South Kirkby Business Park is located on a reclaimed colliery site, close to the M1 and A1.</p> <p>The scheme is complementary to other programmes being delivered in the area such as Wakefield Council’s People Enabling Area Transformation project, South East Coalfield Area which covers South Elmsall and South Kirkby and the Employment Hub, which was launched in January 2019 and is working with employers in the area to create new apprenticeships, with 20 created to date.</p>
<p>Commercial Case</p>	<p>South Kirkby Business Park has been identified by the Combined Authority to be an integral component of its phase 2 Enterprise Zone. This decision was based on research conducted on behalf of the Combined Authority by Cushman and Wakefield in 2016 (Leeds City Region Enterprise Zones Feasibility and Investment Framework).</p> <p>Marshalls have undertaken previous developments on the site, having developed in excess of 9,290m² with the support of grant through the ERDF programme.</p> <p>A market assessment has been undertaken by Carter Towler which concluded that:</p> <ul style="list-style-type: none"> • There will be good demand for commercial units at market value once they have been constructed. • That there will be few quality units available elsewhere in the area for the foreseeable future. • The size of unit in demand is as proposed for this scheme. • The long-term revenue position will be secure if the grant requested is made available. <p>Marshalls are both a development and construction company. 90% of expenditure on infrastructure is delivered through competitively tendered subcontractors.</p> <p>Full opinion on State Aid will be provided by DWF with a full business case.</p>

	<p>Planning Application is due to be submitted in September 2019. No other major permissions are required.</p> <p>The site has been purchased and is in the full control of Marshalls.</p>
Economic Case	<p>The long list considers six delivery options from marketing the site only, through putting in only the extended road infrastructure, then delivering only 1, 2 or all 4 units, to buying additional land and increasing the scale of development.</p> <p>The short list focuses on four options:</p> <ol style="list-style-type: none"> 1. The preferred option - delivering an extension to Data Drive and speculatively building 4 units. 2. Extending Data Drive with 3 speculative units 3. Extending Data Drive and acquiring more land to deliver more speculative units 4. Marketing the site and awaiting market interest before constructing the Data Drive extension or delivering any units. <p>Option 4 has been dismissed as taking too long to deliver within the Enterprise Zones Programme.</p> <p>Of the other three options, all score good in terms of value for money but options 1 and 3 have a stronger BCR score. At this stage 1 and 3 have the same Benefit Cost Ratio score where option will require greater input for the score and take longer to deliver. Option 3 also carries the additional risk of bringing more speculative units to the market at the same time while having a longer build timeframe.</p>
Financial Case	<p>The scheme is seeking capital funding and no revenue funding is required.</p> <p>The grant sought is to cover Enabling Works at a cost of £2.826 million (35% intervention rate). Marshall to fund £5.266million.</p> <p>Any cost overruns will be covered by Marshalls and/or within the contracts of appointed subcontractors. The costs associated with any void period will be met by Marshalls. No additional grant than sought in this business case will be requested from the Combined Authority.</p> <p>The cash flow funding profile is in line with the anticipated delivery programme, with Combined Authority funding of £2.826 million to be expended across 19/20 and 20/21 with drawdown completed by Q2 fy 2020/21 Marshall will fund £5.266 m up to Q2 fy 2021/22.</p>
Management Case	<p>Delivering projects of this nature is the mainstream business of the Marshalls/CDP group. The organisation is set up to build speculative and bespoke units throughout the North and Midlands regions of England, with a particular focus on West Yorkshire, where the company is based.</p> <p>The key people who have been responsible for the successful delivery of projects, such as Chris Marshall (Chairman), Jonathan Booth (finance director), David Hawkin (on site project manager), Miranda Bell (Planning Manager), Richard Moore (contracts & procurement manager) Nicola Tobin (In-house legal) and Andrew Shepherd (consultant responsible for liaison with the Combined Authority) will be assigned to this scheme. Lettings will be managed through Marshalls appointed joint property agents being Carter Towler and AWS.</p>

From a Combined Authority perspective, project governance will be provided as per the following:

- An EZ Programme Board has been established to provide strategic direction and decision-making at a programme level.
- An EZ Project Board has been established to provide a forum for open, supportive discussions with the partner councils (for Gain Lane, both Bradford and Leeds Councils are represented)
- Going forward into the delivery phase, the Combined Authority will implement six-weekly project focus meetings with Marshalls. This requirement will be captured in the Funding Agreement and will incorporate colleagues from Bradford Council. This meeting will focus on activities and work streams completed in the previous period, costs incurred, planned work packages, risks and issues.

In terms of day-to-day management, the Combined Authority with the LEP has established a dedicated team within the Delivery Directorate's Implementation Team to manage the wider EZ programme.

A scheme monitoring surveyor will be appointed to undertake monthly monitoring reports and to certify quarterly claims as being reasonable and for eligible expenditure.

Marshalls is a self-sufficient organisation in delivering projects of this nature and does not generally work with partners. We have included the two planning authorities as delivery partners given their roles in approving reserve matters as we progress the development.

Key milestones:

Nov 2019 – Detailed planning permission granted; contractor appointed

Jan 2020 – DP 5 approval at PAT

Feb 2020 – Site preparation works completed

Mar 2020 - Infrastructure works completed

Sept 2020 - Speculative units completed

Sept 2021 - Last unit sold; scheme complete

Through an early stage Risk Register, several key risks with mitigation measures have been developed.

The approach to Monitoring & Evaluation (and reporting of benefits) is to be developed as part of the wider EZ Programme. A site-specific benefits realisation matrix has been provided.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

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Section A: Scheme Summary

Name of scheme:	Steeton & Silsden Rail Park & Ride
PMO scheme code:	WYTF-PA4-039e
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Melanie Corcoran
Lead promoter contact:	Sara Brook
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant - West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 Infrastructure for Growth
Approvals to date:	<p>Decision Point 2 (Gateway 1) - February 2016: Indicative scheme cost of £2.53 million, development cost of £47,272.</p> <p>Change Request - Investment Committee 21 March 2018: Approval of £166,000, advanced from the existing budget to support 2nd deck feasibility works at Shipley rail car park and Steeton & Silsden rail car park, of which £73,000 allocated to this scheme.</p>
Forecasted full approval date (decision point 5):	October 2019
Forecasted completion date (decision point 6):	October 2020
Total scheme cost (£):	£3.879 million
Combined Authority funding (£):	£3.879 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone project?	Yes

Is this a programme?	No
Is this project part of an agreed programme?	Yes - Rail Park & Ride Programme Phase 1

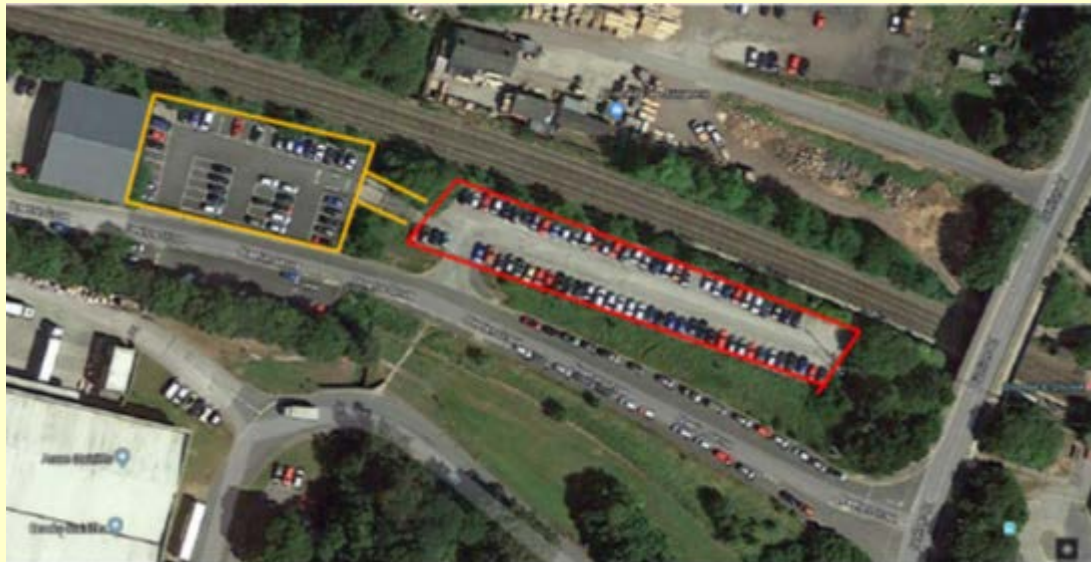
Current Assurance Process Activity:



Scheme Description:

The extension of the existing rail station car park at Steeton and Silsden will be built on land owned by Network Rail, and produce the following outputs:

- A 3-level (Ground, 1 and 2) decked, non-charging car park for rail users.
- Additional 104 car parking spaces, taking total available spaces to 247 - including 9 Blue Badge bays.
- CCTV and low energy lighting.
- One fully accessible lift.
- Enhanced drainage infrastructure, with fuel and oil interceptors.
- Electrical ducting to future proof for 2 x Electric Vehicle charging bays.



Red boundary – Network Rail Land
Yellow boundary – Combined Authority land

Business Case Summary:

<p>Strategic Case</p>	<p>Demand for rail travel has grown significantly between 2005 and 2015, and this demand is expected to continue as set out in the Leeds City Region Transport Plan 2040.</p> <p>In order to meet this growing demand, enhanced rail capacity is anticipated in 2019/20.</p> <p>A strategic package of car park extensions at West Yorkshire rail stations has been identified to increase capacity and enhance rail connectivity to, from and within West Yorkshire, with anticipation users will see a reduction in journey times and enjoy better access to the rail network - supporting sustainable travel and access to employment opportunities across the City Region.</p>
<p>Commercial Case</p>	<p>Audits for the car park at Steeton & Silsden demonstrate 98-99% occupancy since 2015, and furthermore there is evidence of daily on-street car parking (latent demand) on the access road leading to the station.</p> <p>Demand forecasting work has been undertaken, making use of 2011 Census Travel to Work data to assess base levels of rail car parking demand for all stations within West Yorkshire. It also considers the generation of new rail demand as a result of the proposed improvements to rail car parking capacity. Based on the above methodology, the demand forecast for Steeton & Silsden suggests requirement for 238 spaces, therefore the proposed scheme of an additional 104 spaces to take total parking spaces to 247 will provide a small degree of future proofing (9 spaces).</p>
<p>Economic Case</p>	<p>The original rail car park programme was dictated by the availability of Network Rail or Council owned land - this resulted in an original shortlist of 16 sites (including Steeton & Silsden).</p> <p>A long list of options for Steeton & Silsden was not considered because the nature of the scheme meant that only a limited number of options were available within the limited land constraints.</p> <p>Four design options were however developed for Short List testing, with the preferred option chosen based on meeting the key programme objective of maximising spaces and its alignment with the demand forecast for the station - while being affordable and deliverable.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, reflecting the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p>
<p>Financial Case</p>	<p>The total scheme cost forecast is £3.879 million, based on tendered costs which include construction of a second raised deck and a lift.</p> <p>The scheme is to be wholly funded from the West Yorkshire-plus Transport Fund grant and is affordable / within budget for delivery through the rail car park phase 1 programme.</p> <p>Where the land is owned by Network Rail, the Train Operating Company (Arriva Rail North) will operate and maintain the car park as part of the franchise agreement. The exception is the lift which will be maintained by Network Rail.</p>

	<p>The Combined Authority has allowed for 10% contingency in addition to the contractor's 10%.</p> <p>Northern to hold 2.5% retention for 12 months after practical completion for the remedy of any defective works.</p>
<p>Management Case</p>	<p>The Combined Authority uses PRINCE2 and Managing Successful Programmes (MSP) project management procedures that are used and tailored for each project/ programme.</p> <p>The delivery of this project will be regulated through GRIP (Governance for Railway Investment Projects) where Network Rail will play a role to ensure that the project is compatible with existing railway operations.</p> <p>A Programme Board was established to ensure that the Programme is delivered in partnership, delivers the objectives and outcomes as outlined and provide leadership, accountability, decision making and direction in all aspects from planning, funding, implementation and monitoring.</p> <p>Practical completion is forecast for September 2020, with the scheme to seek decision point 6 approval through the Combined Authority's assurance process in October 2020.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

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Section A: Scheme Summary

Name of scheme:	Leeds Public Transport Improvement Programme: A61 South Corridor
PMO scheme code:	DFT-LPTIP-002e
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett
Lead promoter contact:	Sabby Khaira
Case officer:	Ian McNichol

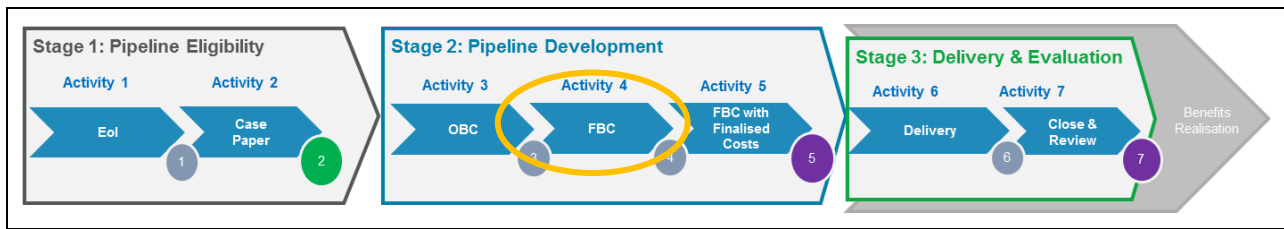
Applicable funding stream(s) – Grant or Loan:	Grant- LPTIP
Growth Fund Priority Area (if applicable):	Priority 4

Approvals to date:	Outline Business Case approved
Forecasted full approval date (decision point 5):	November 2019
Forecasted completion date (decision point 6):	February 2021

Total scheme cost (£):	£18.247 million
Combined Authority funding (£):	£18.037 million- LPTIP
Total other public sector investment (£):	£0.21 million - Leeds City Council S106 contribution
Total other private sector investment (£):	N/A

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes- LPTIP

Current Assurance Process Activity:



Scheme Description

The A61 South corridor improvement scheme forms one of the prioritised Leeds Public Transport Improvement corridors and consists of a series of improvements to bus prioritisation and walking and cycling measures along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street / Meadow Lane.

The improvements include the new provision of extensive bus lanes on the corridor (in both directions); a range of bus priority measures at signals and local geometric changes; improvements to the Thwaite Gate junction, as well as dedicated walking and cycling facilities along the corridor - together with improvements to urban realm and green infrastructure.

The corridor improvement includes the following measures:

- A dedicated bus lane from the Thwaite Gate area both into and out of the city centre, to provide the high-quality bus provision;
- Provision of a fully segregated cycle track from the Thwaite Gate area both into and out of the city centre, to provide a safe and high-quality cycle route along Low Road and Hunslet Road;
- Major junction improvement at the Thwaite Gate/Wakefield Road/Pontefract Lane junction, to improve junction capacity and improve bus journey times;
- Improvements to all junctions along the Low Road and Hunslet Road route, by means of minor realignments and improvement of the traffic signal equipment to improve junction capacity, improve journey times and reduce congestion;
- The widening of Low Road between the Church Street and Sussex Avenue junctions to enable the provision of the bus and cycle lanes in both directions;
- The introduction of soft landscaping, planting and trees along various sections of the corridor to improve the overall visual appearance of the Low Road/Hunslet Road route;
- Improved pedestrian and cycle links from the local communities onto the corridor.

The scheme will deliver benefits for existing bus users and those walking and cycling on the corridor - as well as stimulating additional demand and mode shift to these modes. This is achieved by both a reduction in overall journey times by bus, especially in the peak hours, as well as (and as importantly) significant improvement in the journey time reliability of travelling by bus.



Following submission of the Outline Business Case, the preferred option was selected and has been refined through preliminary design stage. The design changes were focused on reducing the requirement for land take and/or limiting the impact on existing trees, without reducing the provision of bus priority provided at Outline Business Casestage.

These amendments to the design are minor in nature, focusing on reducing land take and to incorporate comments from Leeds City Council officers, and do not impact on the performance of the corridor compared to the design at Outline Business Case stage. These changes included:

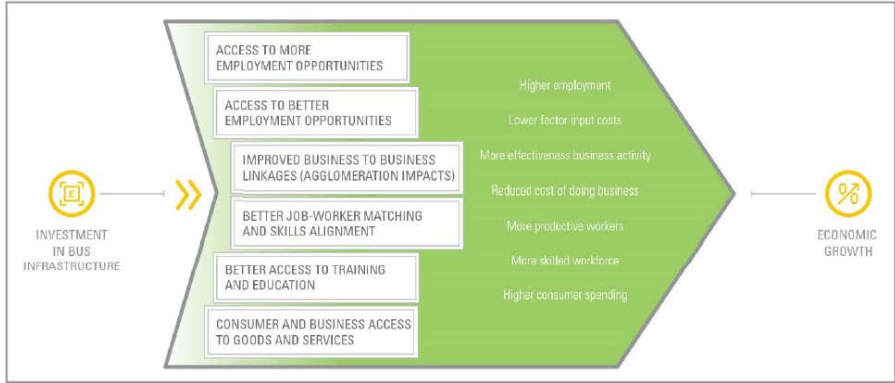
- Removal of one outbound general traffic lane on the approach to Crown Point Road (01);
- Removal of short length of bus lane west of junction street (01);
- Addition of pedestrian and cycle facilities at Crown Point Road/Hunslet Lane junction (01);
- Additional cycle provision on Sayner Road (02);
- Simplified pedestrian crossings at South Accommodation Road (02);
- Amended George Mann Road/Thwaite Gate junction (04).

Significantly enhancing bus journey times and reliability, enhancing walking and cycling, providing enhanced green infrastructure and urban realm improvements to support “Good Growth” are key outputs (and objectives) sought by the scheme.

Business Case Summary:

Strategic Case

The A61(S) corridor improvements have been developed in line with the Leeds City Region SEP, and a wide range of National, sub-regional and local transport policies. There is a clear need for improvements in access to the city centre by sustainable modes to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.

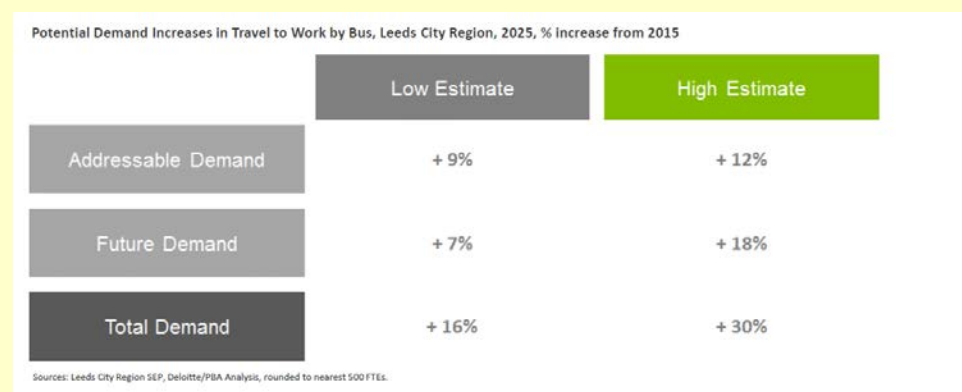
	<p>A key strategic need for investment is the fact that while bus use represents a highly efficient use of road space, their usage within Leeds (and most other major urban conurbations outside London) has been declining.</p> <p>The A61(S) route has a number of existing issues (and potential opportunities) for improvement as part of the LPTIP package, which have been identified as follows:</p> <ul style="list-style-type: none"> • High proportion of in-commuting from the wider region, with delays and unreliability of travel times noted; • Poor public transport accessibility • Poor air quality on the corridor; • An overcrowded rail network; • A key area for future housing and employment growth, with the scheme able to support sustainable access to/from the Aire Valley, Education Quarter, Southbank and HS2 in the future; • Alignment and prioritisation support to future mass transit provision. <p>The A61(S) corridor plays an important role serving trips accessing the city centre from southeast Leeds and the Aire Valley and vice versa to key employment locations. The corridor suffers from congestion across the peak periods and is one of the key strategic arterial gateways into Leeds City Centre.</p> <p>The proposed scheme would contribute to the following success measures identified for the 'Infrastructure for Growth' priority:</p> <ul style="list-style-type: none"> • Increases in connectivity bringing people, places and jobs closer together; • Reduced delays, congestion and faster journey times across all transport modes and both within and beyond the city region, particularly by more sustainable modes; • Reduced carbon emissions and vehicle air pollution, improved environmental quality; • Support growth in the Aire Valley, Southbank and Education Quarter; • Indirectly support further, sustainable jobs growth in the Leeds City Region by allowing the opportunity for more people to use bus services to access city centre employment and other amenities, including HS2. 
<p>Commercial Case</p>	<p>A critical reason for investment in bus prioritisation measures is due to the fact that strong, overall demand increases for travel (at a corridor and wider City Region level) are not being matched by the demand for buses- based on their current offer.</p> <p>Improving the bus offer for both existing and future users of the network is therefore a core objective of LPTIP and the A61(s) corridor improvement scheme- fundamentally making buses more effective given their network efficiency and</p>

sustainability credentials in supporting and delivering sustainable and inclusive growth.

Given forecast population growth in both West Yorkshire, and Leeds, the Commercial case shows fundamentally that there is, and will continue to be, a strong demand for travel in the scheme area by all modes; with the scheme overtly prioritising buses and walking and cycling to capture a greater mode share of the overall demand.

As part of the West Yorkshire Bus Strategy, Deloitte were commissioned by West Yorkshire CA to undertake an addressable demand market study (Deloitte, 2016). The results of this analysis are shown below and show that an uplift of 15-30% in demand was considered addressable- and thus had the potential to be captured through scheme improvements.

Addressable Bus Demand- Leeds City Region (Deloitte, 2016)



The selected contractors (BAM+Mott MacDonald) have now been appointed through an OJEU led procurement exercise undertaken by Leeds City Council (as of August 2018), and is already mobilised in the detailed design of this project. The contractor has input to the budget cost and risk estimate that has informed the Financial Case and have developed the implementation programme presented in the Final Business Case.

Economic Case

All benefits associated with the scheme have been assessed using WebTAG guidance.

The scheme will benefit existing and new users of buses and improve the reliability of current bus journey times. The scheme will also increase bus demand, and through mode shift, also car trips on the network, resulting in reduced emissions, and lower volumes of traffic from a noise perspective.

Walkers and cyclists also benefit from the proposals by the scheme providing a significantly enhanced cycle network. This improves safety for cyclist users along the length of the corridor. Pedestrian severance and improvements are also noted from the scheme, especially in and around the education quarter, with a greater proportion of more vulnerable users.

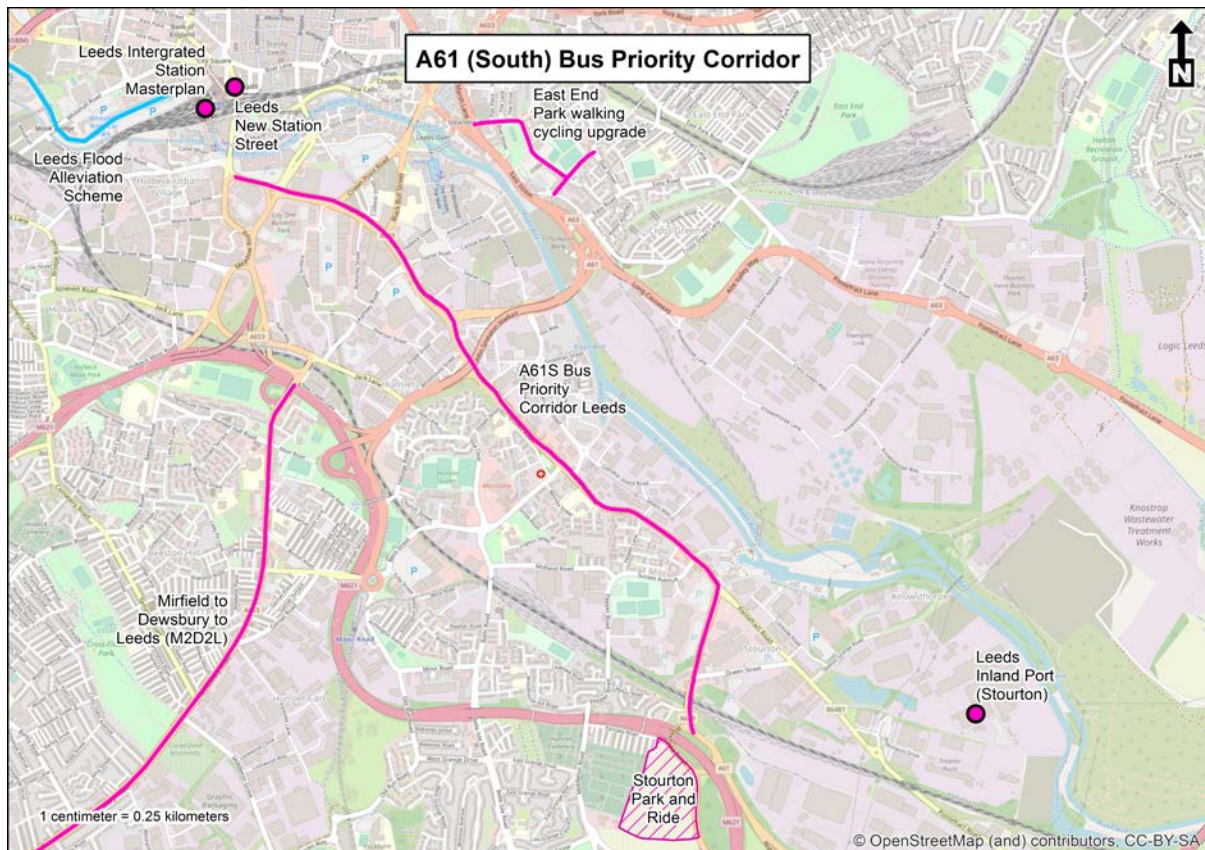
Bus user benefits and benefits to air quality have been found to be both beneficial, and generally concentrated on the population in south Leeds. This area ranks, as detailed earlier, in the lowest quintile of income groups, with a particularly positive impact and concentration of benefits in these areas for these groups.

This is in line with both the objectives of the scheme, and also socially inclusive growth, as noted in the Strategic Case for the scheme. The initial Benefit Cost

	<p>Ratio (BCR) for the preferred option is 0.91:1. An adjusted BCR, taking into account wider economic impacts and bus journey time reliability benefits brings the BCR for the preferred option to 2.13:1. The overall Value for Money category for Option 1 is therefore considered to be 'High.</p>
<p>Financial Case</p>	<p>The preferred scheme cost option is £18.246 million. This represents a significant cost increase from the OBC stage. A paper on how Leeds City Council is managing cost increases and affordability across the LPTIP programme has been submitted as part of the appraisal process.</p> <p>As the A61(S) is almost exclusively within existing highway boundaries it is not expected that there will be any additional maintenance costs associated with the highway elements of the scheme. However, the scheme will require some (small) future maintenance of the new cycle lanes implemented through the scheme. Existing footpaths will be renewed and enhanced as part of the scheme. As a small on-going cost, these are expected to be drawn from existing Leeds City Council maintenance allocations.</p> <p>The key financial risk at present is related to unexpected stats and utilities- which is being managed as an on-going risk, and by seeking to developed detailed designs as early as possible; inclusive of relevant searches. One of the other key risks is the need for third party land, and its costs. However, the area of land needed is small and negotiations have started positively. Low Road School are known to be positive to the scheme which is required to use a small amount of their school grounds which is not currently useful to them. Early engagement with landowners from LCC is already underway.</p>
<p>Management Case</p>	<p>The project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). This programme consists of £270 million from the Department for Transport, City Council, Combined Authority, bus operators and developers to deliver significant investment in public transport up to 2021.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority. There is an established programme management board chaired by the Senior Responsible Owner (SRO) and supported by a Programme Manager. Both these roles along with programme support are jointly fulfilled by the Combined Authority and Leeds City Council . Leeds City Council, have significant experience in the development, design, construction and management of strategic highway and corridor improvement schemes in Leeds.</p> <p>The A61(S) LPTIP corridor improvement sits within the management- and governance structures- established to support the delivery of the LPTIP programme and each individual scheme within the programme. This therefore comprises both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

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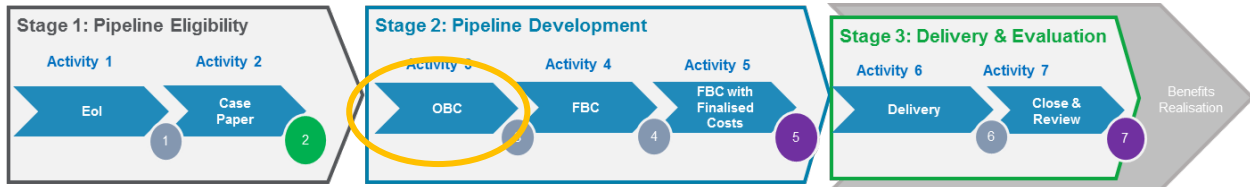
Section A: Scheme Summary

Name of scheme:	East Leeds Orbital Route
PMO scheme code:	WYTF-PA4-024
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett
Lead promoter contact:	Rob O'Brien, Leeds City Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 - Infrastructure for Growth
Approvals to date:	25 June 2015 Combined Authority Board – Gateway 1 approval of £11.8 million development costs. 14 December 2017 Combined Authority Board – FBC of the ORR junction improvement works. Approval of £14.046 million, taking total approval for the ELOR programme to £25.857 million.
Forecasted full approval date (decision point 5):	October 2019
Forecasted completion date (decision point 6):	May 2022
Total scheme cost (£):	£147.49 million
Combined Authority funding (£):	£90.33m WY+TF
Total other public sector investment (£):	£0
Total other private sector investment (£):	£57.16m
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

No - but scheme delivery split in to 3 phases (4 phases including Manton Lane Link Road to be delivered by developer)

Current Assurance Process Activity:

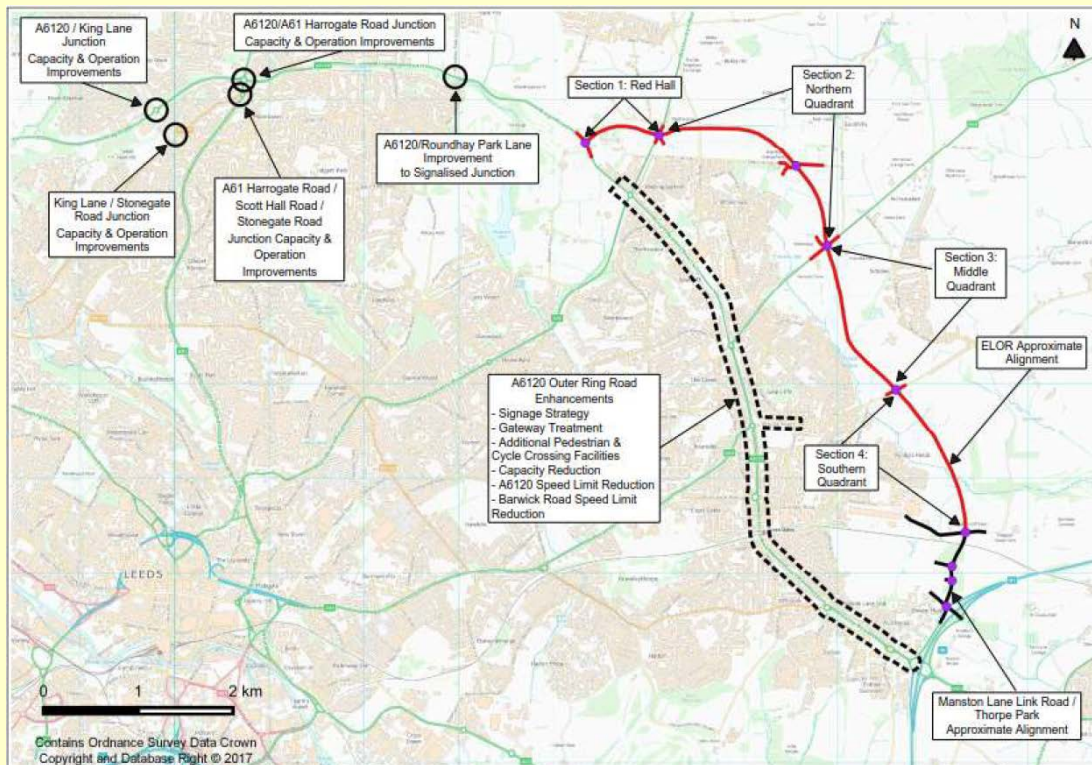


Scheme Description:

The East Leeds Orbital Route Package consists of a number of transport improvements:

- **East Leeds Orbital Road (ELOR):** A new 7km dual carriageway that will stretch from the Outer Ring Road (ORR) at Red Hall round the east side of Leeds to Thorpe Park, joining up with the new Manston Lane Link Road (MLLR). It will form a 50mph route complete with orbital pedestrian and cycle infrastructure and received planning approval in December 2017. The detailed designs are now being prepared and construction is expected to start in December 2019.
- **Outer Ring Road (ORR) Junction Improvements:** This includes operational improvements to existing junctions on the existing ORR, west of Red Hall. This includes the A6120 / Roundhay Park Lane junction, the A6120 / A61 Harrogate Road and Stonegate Road / Harrogate Road Junctions, and the A6120 / King Lane and King Lane / Stonegate Road junctions, all of which suffer from peak period congestion. The proposed improvements to these junctions will improve the operation of the ORR and contribute to the overall management of strategic traffic. The A6120 / Roundhay Park Lane, the A6120 / A61 Harrogate Road and Stonegate Road / Harrogate Road junctions are currently under construction.
- **A6120 Enhancements:** The development of the ELOR scheme and subsequent reduction in traffic on the existing Outer Ring Road will provide an opportunity to enhance public realm and improve cycling and walking environments along the existing A6120 between Red Hall and the M1. This will not only support wider improvements to the existing urban area but will help East Leeds to become more attractive and safer for pedestrians, cyclists and public transport users. The proposals are at an outline design stage but will include speed limit changes, gateway treatments and additional pedestrian and cycle facilities and crossings.

- Manston Lane Link Road:** The initial build out of the Manston Lane Link Road is being delivered by the Thorpe Park developer independently of the other ELOR sections (i.e. between Red Hall and Manston Lane). As a result, although an integral part of the wider scheme, the initial build out of the MLLR is not part of the scope of the scheme presented to West Yorkshire Combined Authority. However, to accommodate the strategic orbital traffic and the eventual build out of the East Leeds Extension (ELE), the Manston Lane Link Road will be expanded to a dual 3-lane carriageway and the roundabouts signalised to provide the necessary capacity. The detailed operational modelling and design development is currently being developed.



Business Case Summary:

Strategic Case

Leeds has an important economic role at the centre of a wider city region and the delivery of new homes and infrastructure is a fundamental component of the city's growth aspirations. Connected to this are a number of key drivers for change:

- Population growth and the need for housing;
- Deprivation and East Leeds Regeneration;
- Public realm issues;
- Existing transport issues – congestion, operational problems and limited provision for non-motorised;
- Users;
- Future transport issues.

This scheme will support the major housing development under the East Leeds Extension (ELE) to come forward, with proposed delivery of up to

	5,000 new homes, and provide connectivity to the proposed key business park at Thorpe Park.
Commercial Case	<p>The ELOR Package is currently being supported and delivered by Leeds City Council in collaboration with strategic partners WSP and through the Highways and Transportation Contract. Established through a competitive tender process in 2008, the Contract provides a stable mechanism for delivery.</p> <p>The Partnership delivers a broad range of technical disciplines including Bridges and Structures, Highways, Urban Design, Flood Risk Management, Intelligent Transport, Transport Planning, Environmental, Traffic and Geotechnical. It enables Council staff and WSP to work in collaboration to deliver a variety of projects and schemes.</p> <p>The procurement strategy for the scheme covers the use of existing arrangements and the procurement of additional resources for both the design and preparation stages, including detailed design and the construction of each element of the package. The scope is as follows:</p> <ul style="list-style-type: none"> • ORR Advanced Junction Improvements: The construction of the improvements to the A6120 / Roundhay Park Lane Junction, A6120 / A61 Harrogate Road Junction, A6120 / King Lane Junction and Stonegate Road / King Lane Junction. • ELOR: The detailed design, preparation and construction of a new dual carriageway orbital road between Red Hall and Manston Lane. • A6120 Enhancements: The detailed design, preparation and construction of a range of enhancements to the existing A6120 between Red Hall and the M1 Junction 46. This includes speed limit changes, gateway treatments, additional pedestrian and cycle facilities.
Economic Case	<p>The ELOR Package has been developed and appraised as part of a structured process. Central to the development of the options and the scheme design has been assessing and appraising the scheme against the primary purposes and objectives.</p> <p>Modelling and appraisal has been considered in line with WebTAG guidance, with the value for money assessment reflecting a core scenario Benefit Cost Ratio (BCR) of 1.91:1 (medium value for money), and an adjusted BCR of 5.01:1 (very high value for money) based on adding monetised impacts of reliability and the wider economic impacts to the initial present value of benefits.</p>
Financial Case	<p>The full cost of the ELOR Package is forecast at £147.5 million, with funding to be split between the Combined Authority, contributing £90.33 million from the West Yorkshire-plus Transport Fund, and Leeds City Council whose contribution (£57.16 million) will be recovered from third parties.</p> <p>The Council will seek to recover the full costs from third parties over time through financial contributions from housing developments secured as a planning obligation in s106 legal agreements attached to residential planning approvals in the ELE. The mechanism for recovering these</p>

	<p>contributions has been established through a Supplementary Planning Document (SPD) for the ELE and a Planning Brief for the Red Hall quadrant of the ELE.</p>
<p>Management Case</p>	<p>The scheme continues to be delivered under a structured project management methodology based on PRINCE2 as promoted by the UK Government. This ensures that a robust and structured project management framework is used to successfully manage and effectively deliver the scheme.</p> <p>The ELOR Package programme is a live document and covers the design and preparation of the scheme through to construction and the subsequent post construction assessments. A number of key milestones have now been achieved including the following:</p> <ul style="list-style-type: none"> • The main ELOR scheme received planning approval in December 2017. • The Compulsory Purchase Orders / Side Road Orders (for the main ELOR scheme) have been published and subsequently approved in a successful Public Inquiry (decision issued June 2019). • The ELOR detailed designs are now being prepared. • The Outer Ring Road Junctions (Phase 1) are currently under construction and are due to be completed in autumn 2019. <p>The ELOR programme is forecast for completion in May 2022.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



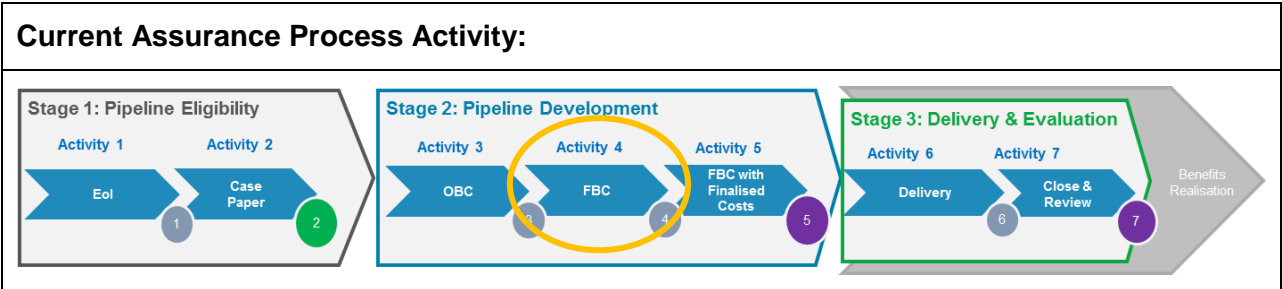
Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.west-yorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

Section A: Scheme Summary

Name of scheme:	LPTIP: Headrow Gateway
PMO scheme code:	DFT-LPTIP-004e
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Gwyn Owen, Leeds City Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Leeds Public Transport Investment Programme - Grant
Growth Fund Priority Area (if applicable):	Priority area 4 Infrastructure for Growth
Approvals to date:	<p>Decision Point 2 – Combined Authority June 2017 LPTIP Programme Approval, with £600,000 business case development costs allocated to this scheme.</p> <p>Decision Point 3 – Combined Authority February 2019. Indicative scheme cost £20.72 million. Additional development costs of £500,000 taking total approval to £1.1m</p>
Forecasted full approval date (decision point 5):	October 2019
Forecasted completion date (decision point 6):	January 2021
Total scheme cost (£):	£22.75 million
Combined Authority funding (£):	£22.75 million Leeds Public Transport Investment Programme. (LPTIP ask to be reduced to £20.25 million subject to outcome of the £2.5 million Leeds CC capital bid)
Total other public sector investment (£):	£2.5m Leeds CC Capital Funding Bid (applied for)
Total other private sector investment (£):	£0
Is this a standalone project?	Yes

Is this a programme?	No
Is this project part of an agreed programme?	Yes - Leeds Public Transport Investment Programme (City Centre Gateway Package of Schemes)

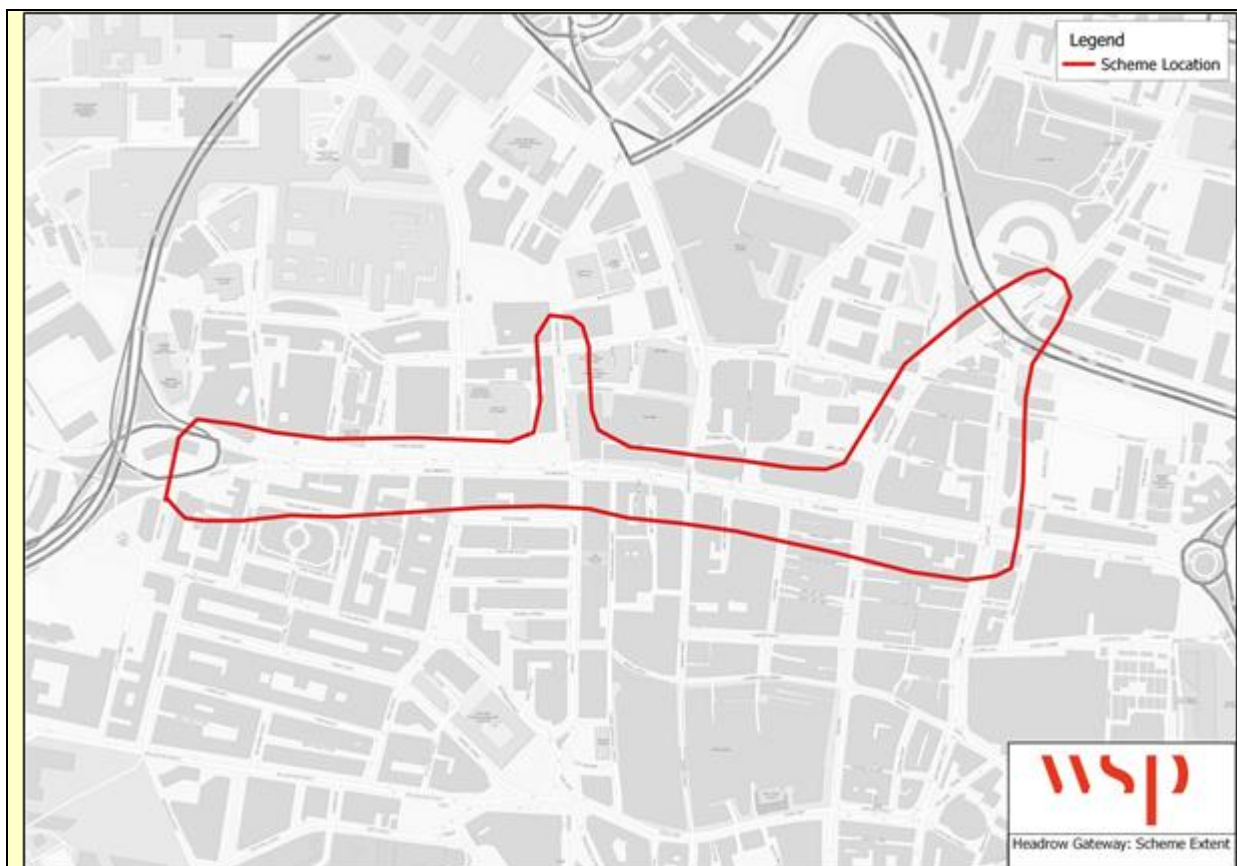


Scheme Description:

The Headrow Gateway scheme is located in Leeds city centre to the north of the pedestrianised core. The scope of the scheme includes The Headrow, Westgate, Vicar Lane between the Headrow and North Street, New Briggate, Cookridge Street between the Headrow and Great George Street, Harrison Street, and small lengths of streets that intersect with these links (see Figure 1).

The Gateway is a major route for buses, pedestrians and cycle users in Leeds city centre and it is home to a range of important commercial and cultural buildings. The scheme will deliver a series of improvements to bus infrastructure, public realm, pedestrian infrastructure and cycling infrastructure.

The scheme will transform the area into a World-Class Gateway to Leeds city centre for bus users, pedestrians and cycle users. This will enable bus services to operate with fewer delays and provide high-standard waiting facilities for bus users. Connectivity for pedestrians and cycle users will be improved and the areas safety and inclusivity enhanced. It will feature high-quality public realm that improves the townscape and enhances the setting of heritage assets, which will make the centre more welcoming and attractive for visitors, residents and employees.



The scheme will strengthen the provision for sustainable transport modes in the city centre and the wider Leeds district. It will also improve the city centre as a place to work, live, shop and entertain. The Headrow Gateway will strengthen the position of Leeds as a Core City with a dynamic economy, an appealing environment and a vibrant cultural life. Figure 2 and Figure 3 illustrate the benefits the scheme will deliver in one part of the Gateway. While these visuals provide an excellent flavour of the scheme, it should be noted that these visuals do not reflect precisely the current scheme designs.





The scheme comprises the following interventions:

- Changes to highway geometry;
- General traffic restrictions;
- Footway widening;
- Provision of new green infrastructure;
- Provision of new public open spaces;
- Improved pedestrian crossings
- Provision of new protected cycle lanes;
- Removal or relocation of some on-street parking, loading and taxi provision;
- Public realm enhancement;
- Bus re-routing.

These interventions are designed to address the following problems:

- Delays to bus services caused by highway geometry;
- Delays to bus services caused by general traffic;
- Footway congestion;
- Lack of safe routes for cycling;
- Lack of green infrastructure;
- Inconvenient pedestrian crossings;
- Lack of pedestrian crossings on desire lines;
- Low quality bus shelters;
- Low quality public realm;
- Lack of public open space.

Business Case Summary:

Strategic Case

The strategic case sets out the ‘case for change’, by explaining the strategic drivers for making investment and presenting evidence on the policy fit of the proposed scheme. It establishes the strategic economic importance of Leeds City Centre and its role within the city region, the UK economy, the residential and employment markets and the education and healthcare sectors.

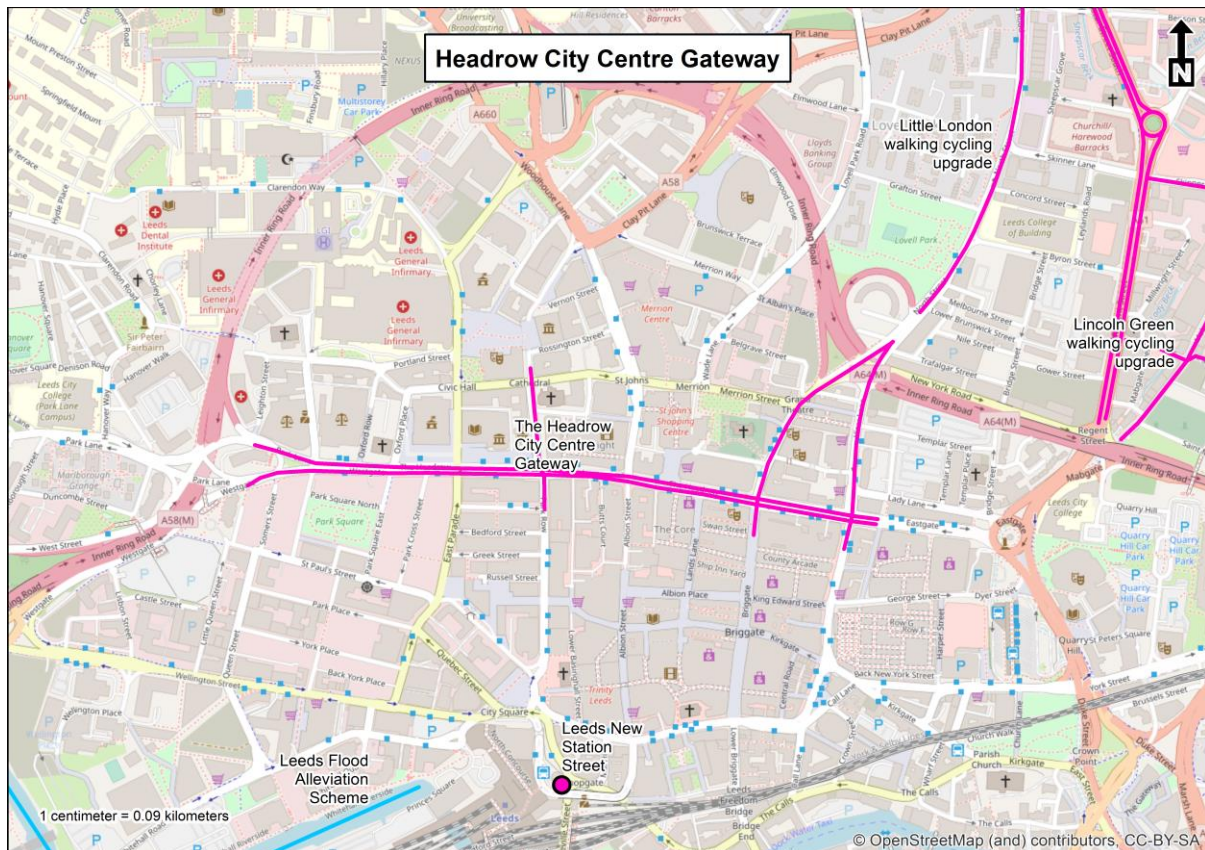
	<p>It provides an analysis of the current situation, and enables a case for change to be made and for scheme objectives to be developed. It also highlights the importance of transport links for Leeds City Centre and the role of sustainable transport in supporting future economic growth.</p> <p>Leeds city centre requires investment because the existing situation no longer meets the transport and economic needs of the city. The existing transport network:</p> <ul style="list-style-type: none"> • Cannot accommodate an increase in car users; • Struggles to meet the expectations of bus users in terms of journey time and journey time reliability; • Creates environmental problems such as air pollution and greenhouse gas emissions; • Does not support high-quality public realm; • Does not provide the safest and most attractive walking and cycling options. <p>The strategic case demonstrates that a set of changes to ensure the transport system and public realm does not hold back the economic potential of the city centre or cause environmental problems is required. By addressing the shortcomings of the existing situation, the Headrow Gateway scheme will enhance the sustainable transport offer in the city centre and improve public realm, which will foster economic growth and improve the environment.</p>
<p>Commercial Case</p>	<p>Consultation has shown evidence to support the market demand justification for the Headrow Gateway Scheme, as highlighted in the 2019 consultation report.</p> <p>The Transport Conversation in Leeds (2016) which involved a comprehensive optioneering exercise between LCC, the Combined Authority, and other major stakeholders found that 78% of respondents supported investment to public transport access to Leeds City Centre, and a shift away from a car-dominant city centre.</p> <p>The selected contractor, Sisk, has been appointed through an OJEU led procurement exercise undertaken by Leeds City Council (as of August 2018), and has been mobilised on the scheme during the development stage of this project. This early contractor involvement has helped the development partner (WSP) gain a better understanding of construction risk in the complex city environments.</p> <p>The contract will be developed using NEC (New Engineering Contract) conditions of contract with a target cost and pain/gain share allowance (capped to limit exposure to LCC) and ensure an appropriate apportionment of risk.</p> <p>No planning permission is required for the scheme due to construction taking place within the highway boundary or immediately adjacent to the highway boundary and thus permitted development under Schedule 2, Part 9, Class A (Development by highways authorities) of the General Permitted Development Order 2015 (GDPO).</p> <p>Leeds City Council, as scheme promoters and Local Highway Authority, will be seeking several new / amended Traffic Regulations Orders to facilitate the Headrow Gateway proposals, including but not limited to, parking, loading & waiting restrictions; general traffic restrictions; and new</p>

	<p>cycle tracks. These Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.</p>
Economic Case	<p>The economic case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes. It also defines the options development and further options sifting/ packaging process. The options proposed for testing in the economic case are the most preferable against the current evidence base, scheme objectives and the underpinning scheme logic map, forming a key foundation for planning, appraisal and scheme delivery.</p> <p>The economic case also determines if the proposed Headrow Gateway scheme is a viable investment, describing the common appraisal criteria and assumptions used to determine the scheme's economic worth and value for money (VfM). The scheme appraisal focuses on those aspects of scheme performance that are relevant to the nature of the intervention. The approach therefore quantifies the following:</p> <ul style="list-style-type: none"> • Existing bus user benefits – travel time; • New bus benefits from bus prioritisation, demand uplift and fares/charges; • Improved journey time reliability; • Decongestion benefits and vehicle journey time changes (time and VOC/ indirect taxation); • Bus user benefits (waiting environment); • Walking/ cycling benefits; • Accident savings/ benefits; • Public Realm benefits (user benefits only); • Noise/ air quality, and carbon benefits. <p>The economic appraisal for the Headrow Gateway comprises an assessment of the overall, net, monetised, economic worth of the scheme. As a result of the economic assessment the preferred option has been selected on the basis of cost and delivery, value for money performance, wider economic benefits, and the ability of the preferred option to also best meet social and environmental objectives.</p> <p>The BCR for the preferred option is 1.18:1 which against the Department for Transport's value for money criteria, represents a Low value for money scheme. However, the preferred option meets the full range of the scheme objectives with a range of wider economic benefits such as GVA impacts, additional retail spend, and heritage benefits not accounted for.</p>
Financial Case	<p>The total project outturn capital cost for the preferred option at Full Business Case Stage is £22.75 million, to be wholly funded through the West Yorkshire Combined Authority Leeds Public Transport Investment Programme (LPTIP) funding stream. However, Leeds City Council have put in a £2.5 million capital funding bid for Executive Board approval in September 2019, which if successful will reduce the LPTIP ask to £20.75million.</p>
Management Case	<p>The project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). The Headrow Gateway Scheme sits within the management- and governance structures, established to support the delivery of the LPTIP programme, therefore comprising both programme and scheme management</p>

	<p>procedures and processes to ensure effective, on-time, on-budget scheme delivery.</p> <p>Alongside this, scheme risks are continuously monitored throughout the project lifetime. Risk identified are updated on a minimum monthly basis at Package Board meetings, as the project progresses. Each identified risk is assessed in terms of its impact on cost, time and quality. The probability of the risk occurring was also estimated. Where possible risks identified have risk allowances determined and these have been used in the costing exercise to determine an appropriate level of contingency.</p> <p>Scheme completion is forecast for January 2021.</p>
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Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



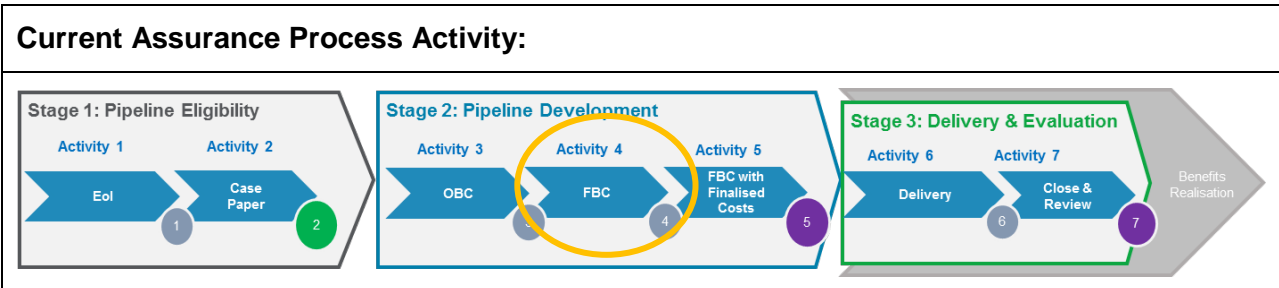
Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

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Section A: Scheme Summary

Name of scheme:	LPTIP: Stourton Park & Ride
PMO scheme code:	DFT-LPTIP-003a
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Sean Hewitt, Leeds City Council
Case officer:	Asif Abed, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant - Leeds Public Transport Investment Programme (LPTIP)
Growth Fund Priority Area (if applicable):	Priority 4 - Infrastructure for Growth
Approvals to date:	<p>Decision Point 2: June 2017 - LPTIP Programme approval (indicative programme cost and approval of programme development funding). This scheme was allocated £2.3m project development costs. The total scheme cost was estimated at £23m.</p> <p>Decision Point 3: December 2018 - Indicative approval of £30.1m scheme cost of the preferred solar panel option (£27.3 million LPTIP, £2.8 million ERDF), with approval of additional £635,000 business case development funding, taking total approval to £2.935 million.</p>
Forecasted full approval date (decision point 5):	November 2019
Forecasted completion date (decision point 6):	May 2021
Total scheme cost (£):	£36.99 million
Combined Authority funding (£):	£34.16 million LPTIP
Total other public sector investment (£):	£2.83 million ERDF
Total other private sector investment (£):	£0

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - LPTIP Programme, Park & Ride Package.



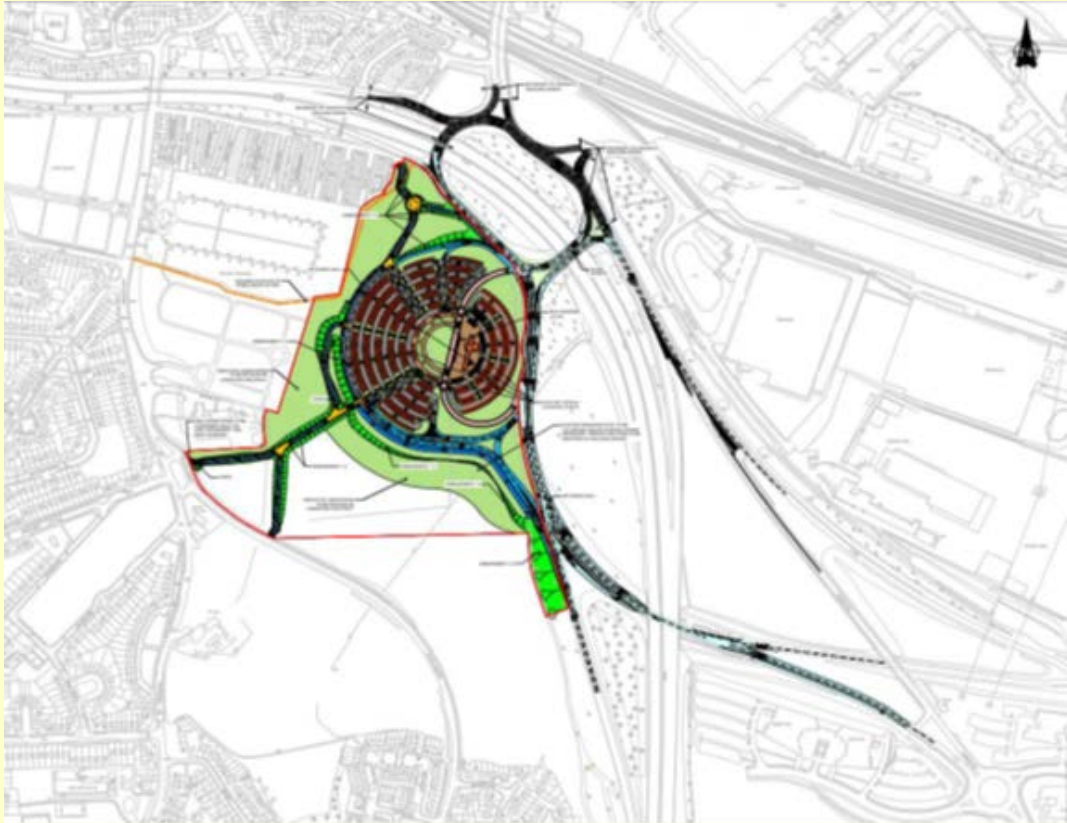
Scheme Description:

The proposed Stourton Park & Ride scheme is located on land located adjacent to the M621 Junction 7 roundabout, on land owned by Leeds City Council. The new park and ride facility will accommodate a maximum of 1,200 car parking spaces, and aims to provide a very high quality, all-electric bus service to Leeds City Centre.

Park & Ride Bus Services will run along the A61/A639 corridor to/from Leeds city centre. The service will serve the existing park and ride stops in the city centre to ensure consistency with other park and ride services in Leeds, and will also include stops at important employment and educational trip attractors along the corridor. These are the Wakefield Road /Thwaitegate junction and at the Education Quarter near Leeds City College Printworks Campus, Leeds College of Art and the Leeds College of Building. This is to encourage the outbound use of the service from the city centre in the morning peak, as well as primary inbound usage of the park and ride site in the morning peak (and vice versa in the PM peak).

In addition to parking provision, the new site will have several supporting amenities including electric charging points for vehicles, family and disabled parking bays, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers.

The scheme also incorporates additional, dedicated walking and cycling facilities. The intention is to provide enhanced cycle connectivity to/from the south of Leeds, via the park and ride site and the Leeds Cycle network, avoiding the need to circumvent the motorway junction, especially for more vulnerable users. By improving the transport network at and around the site, the facility will be highly accessible and therefore fully inclusive to a wider local population in Belle Isle, Middleton and Stourton itself.



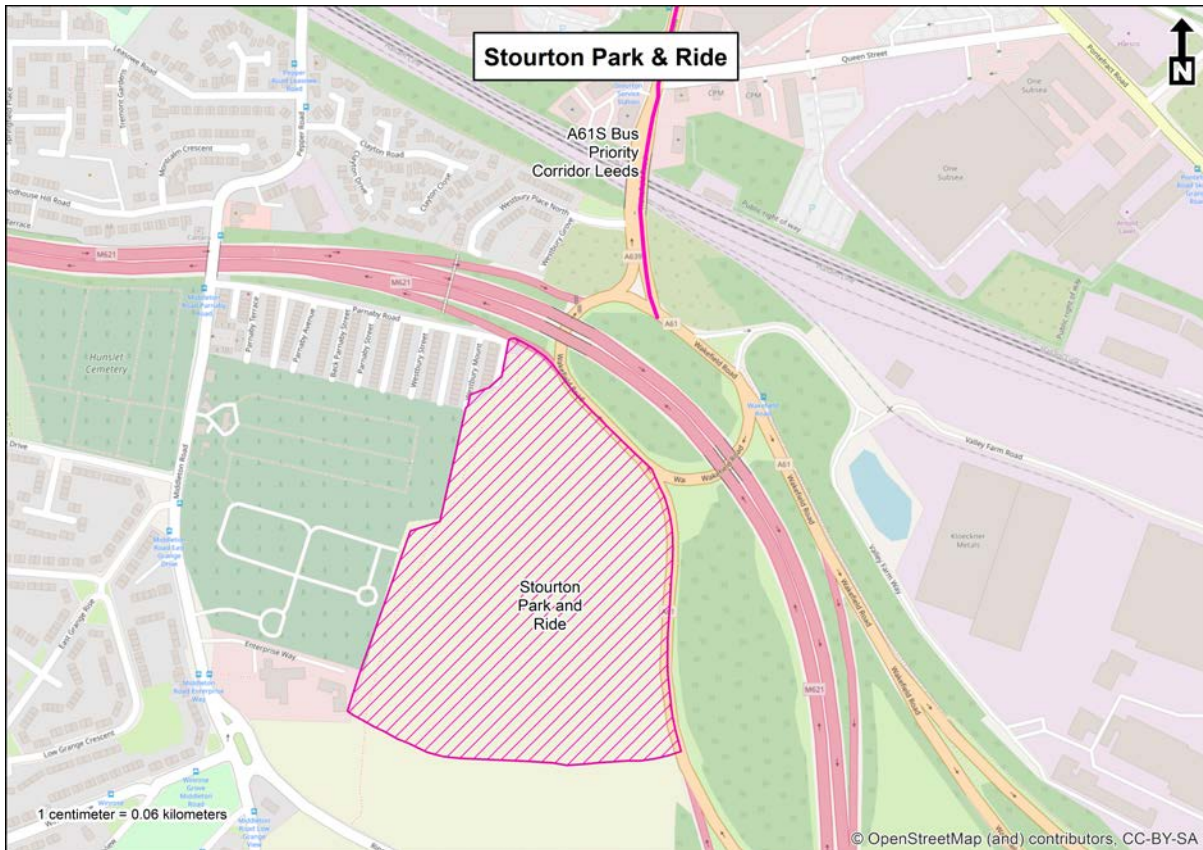
Business Case Summary:

<p>Strategic Case</p>	<p>The A61, A639 and M621 corridors play an important role serving trips accessing the city centre from southeast Leeds and the Aire Valley. The Stourton area is also important for freight and logistics, with no real alternative parallel routes given the severance effect of the River Aire. These corridors suffer from congestion across the peak periods and are some of the key strategic arterial gateways into Leeds city centre.</p> <p>Delivery of the scheme will support local and regional transport policies and strategies such as the West Yorkshire Transport Strategy, the Leeds Public Transport Investment Programme, the West Yorkshire Bus Strategy, the forthcoming Leeds Clean Air Zone, and priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan (SEP).</p> <p>The scheme will also support Inclusive Growth priorities, primarily in improving health through reducing carbon emissions and encouraging active travel by enhancing the cycling and walking provision.</p> <p>This scheme seeks to build on the success realised at Elland Road and Temple Green park & ride sites.</p>
<p>Commercial Case</p>	<p>The current usage and levels of demand at both the Elland Road and Temple Green Park & Ride sites demonstrate clear market demand for new park and ride sites.</p> <p>For this scheme, forecasting suggests short-medium term demand for up to 1,200 spaces. Longer term demand is expected to be above this, giving confidence 1,200 spaces will be well utilised. The demand forecasting has accounted for user abstraction, given the proposed expansion of the Temple Green and Elland Road park & ride sites.</p> <p>Contractor BAM Nutall were appointed at Outline Business Case and continue to support scheme development, including overseeing the procurement of a solar panel specialist subcontractor.</p> <p>Leeds CC and the Combined Authority will develop procurement of a bus operator, with contractual arrangements to follow those in place at Elland Road and Temple Green. Four electric buses are to be procured, with an additional fifth bus as spare capacity.</p> <p>Leeds CC will lead on procurement of an electric vehicle charge point supplier. This procurement has been kept separate to the other activities given the need to develop a robust delivery model which fits with the electric charge point infrastructure being implemented locally and across the UK.</p> <p>Planning consent has been secured for scheme delivery, including provision of solar panels.</p>
<p>Economic Case</p>	<p>A Long List of potential schemes were identified by stakeholders through the Leeds Transport Conversation, after which sifting led to the final schemes that make up the Leeds Public Transport Investment Programme (LPTIP), including delivery of a park & ride site at Stourton.</p> <p>Four Shortlist options were tested, with the preferred option being the full implementation of zero emission electric bus services, with inclusion of solar panels at the site – which can now be taken forward given the</p>

	<p>successful outcome of the European Regional Development Fund (ERDF) bid.</p> <p>Development and appraisal of the economic case has consistently followed WebTAG guidance.</p> <p>The value for money assessment at Full Business Case reflects a benefit cost ratio of 1.58:1, reflecting the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The FBC reflects a total forecast cost of £36.99 million to deliver the preferred option, with £34.16 million to be funded from the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), and a £2.83 million contribution from the ERDF.</p> <p>Through a separate business case, the scheme has also secured £617,000 of Ultra Low Emission Bus (ULEB) funding, to support ongoing electric bus service and site operational costs. The ULEB funding has therefore not been included as part of capital costs.</p>
Management Case	<p>The existing governance and project delivery structure in place for the LPTIP programme has facilitated business case development and will support implementation, including personnel involved in delivering the Elland Road and Temple Green park & ride sites.</p> <p>Site enabling works has commenced as of August 2019 with practical completion forecast for May 2021.</p> <p>The only outstanding delivery constraint is concluding the transfer of a small parcel of land from Highways England. An agreement in principle is already in place.</p> <p>A fully quantified QRA assessment has been undertaken, with risks as per contractual arrangements split between Leeds CC and the contractor.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>