

## **WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE**

**MEETING TO BE HELD AT 10.30 AM ON THURSDAY, 9 JANUARY  
2020 IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50  
WELLINGTON STREET, LEEDS**

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### **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**
- 4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND  
YORK INVESTMENT COMMITTEE HELD ON 4 DECEMBER**  
(Pages 1 - 8)
- 5. TRANSPORT FUND UPDATE**  
(Pages 9 - 20)
- 6. CAPITAL SPEND AND PROJECT APPROVALS**  
(Pages 21 - 60)
- 7. MINUTES OF THE BUSINESS INVESTMENT PANEL HELD ON  
3 DECEMBER**  
(Pages 61 - 64)

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE  
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE  
HELD ON WEDNESDAY, 4 DECEMBER 2019 AT COMMITTEE ROOM  
A, WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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**Present:**

Councillor Denise Jeffery  
Councillor Alex Ross-Shaw  
Councillor Jane Scullion  
Councillor Andrew Waller  
Councillor Peter McBride

Wakefield Council  
Bradford Council  
Calderdale Council  
City of York Council  
Kirklees Council

**In attendance:**

Melanie Corcoran  
Angela Taylor  
James Bennett  
Lisa Childs  
Elizabeth Courtney  
Vicky Dumbrell  
Helen Ellerton  
Nick Fairchild  
Vincent McCabe  
Seamus McDonnell  
Heather Waddington  
Leanne Walsh  
Justin Wilson  
Ben Kearns

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**31. Chair of the Meeting**

As the position of Chair was vacant and the Deputy Chair had given apologies members were asked to elect a chair for the meeting. Councillor Jeffery was nominated, and this was agreed by the members present.

**Resolved:** That Councillor Jeffery take the Chair for the meeting of the Investment Committee.

**32. Apologies for Absence**

Apologies for absence were received from Roger Marsh and Councillor Jonathan Pryor.

### **33. Declarations of Disclosable Pecuniary Interests**

There were no pecuniary interests declared by members at the meeting.

### **34. 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 1 to Agenda Item 7, Appendix 1 to Agenda Item 8 and Appendices 1, 2 and 3 to Agenda Item 9 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 that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

### **35. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 7 November**

**Resolved:** That the minutes of the West Yorkshire and York Investment Committee held on the 7 November be approved.

### **36. Capital Programme Update**

Members considered a report which provided an update on the progress made on the West Yorkshire Combined Authority's capital programme.

Members noted the positive outcome from the independent evaluation of the growth deal undertaken by SQW as well as the next steps.

**Resolved:** That the progress report on the Growth Deal and the update on the Independent Evaluation of the Growth Deal Programme be noted.

### **37. Capital Spending and 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:

- Bradford Interchange Carriage Works
- Connecting Innovation

- Leeds Bus Station Gateway
- A58 Beckett Street & York Street
- Bradford Shipley Route Improvement
- Infirmary Street Gateway
- Wakefield South East Gateway – Rutland Mill
- A660 Holt Lane
- Leeds PIPES District Heating Network

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

- Headrow City Centre Gateway

**Resolved:**

- (i) That in respect of the Bradford Interchange Carriageway Works the Investment Committee recommends to the Combined Authority:
  - (a) That the Bradford Interchange Carriageway Works proceeds through decision point 2 and work commences on Activity 4 (full business case)
  - (b) That an indicative approval to the total project value of £2 million is given from the Local Transport Plan - Integrated Transport Block with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5.
  - (c) That development costs of £461,400 are approved in order to progress the scheme to Decision Point 5.
  - (d) That the Combined Authority enter into a Funding Agreement with City of Bradford Metropolitan District Council for expenditure up to £300,000.
  - (e) 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.
- (ii) That in respect of the ERDF Connecting Innovation project the Investment Committee recommends to the Combined Authority:
  - (a) That the ERDF Connecting Innovation project proceeds through decision point 2 and work commences on Activity 5 (full business case plus)
  - (b) That an indicative approval of £2,779,846 is given, comprised of £750,961 from the Access to Capital Grants element of the Local

Growth Fund and £2,028,885 from the European Regional Development Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5. The total project costs are £4,057,771 million, with Small Medium Enterprise match funding of £1,277,925 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.
- (iii) That in respect of the Leeds Public Transport Improvement Programme Leeds Bus Station Gateway project the Investment Committee recommends to the Combined Authority that:
- (a) That the Leeds Public Transport Improvement Programme Leeds Bus Station Gateway project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs)
  - (b) That an indicative approval to the total project value of £4.984 million is given from the Leeds Public Transport Investment Programme 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 development costs of £350,000 are approved in order to progress the scheme to Decision Point 5.
  - (d) That the Combined Authority enters into a variation to the Funding Agreement with Leeds City Council for release of expenditure of £350,000 from the LPTIP Fund for further project development.
  - (e) 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 A58 Beckett Street and York Street the Investment Committee recommends to the Combined Authority:
- (a) That the A58 Beckett Street and York Street proceeds through decision point 3 (Outline business case) and work commences on activity 4 (Full business case).
  - (b) That an indicative approval to the total project value of £14.536 million is given from the Leeds Public Transport Investment Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision

- point 5 (FBC with finalised costs).
- (c) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.
- (v) That in respect of the Bradford-Shipley Route Improvement Scheme the Investment Committee using the delegated authority from the Combined Authority Board approved:
- (a) That the Bradford-Shipley Route Improvement 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 £47.9 million is given, to be funded 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 approval of further development costs of £2.382 million in order to progress the scheme to decision point 5, taking the total approval to £3.979 million.
  - (d) That the Combined Authority enters into an addendum to the existing funding agreement with Bradford Council for additional expenditure of £2.382 million, taking the total approval to £3.979 million.
  - (e) 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.
- (vi) That in respect of the Infirmary Gateway scheme the Investment Committee recommends to the Combined Authority:
- (a) That the Infirmary Street Gateway scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (b) That an indicative approval to the total project value of £8.90 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 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 Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (vii) That in respect of the Wakefield City Centre, South East Gateway – Rutland Mill the Investment Committee using the delegated authority from the Combined Authority Board approved:
- (a) That the Wakefield City Centre, South East Gateway – Rutland Mill proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (b) That an indicative approval to the Combined Authority's capped contribution of £2.89 million to the Rutland Mill scheme to be funded from the Local Growth Fund programme is given towards a total scheme cost of £20.57 million with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (c) That decision point 5 (full business case with finalised costs) is conditional upon the Wakefield Council providing a finalised development contract which demonstrates that if 100% of the floor space isn't developed by December 2022, Wakefield can step in to buy back at 70% market value.
  - (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.
- (viii) That in respect of the A660 Holt Lane project the Investment Committee recommends to the Combined Authority:
- (a) That the A660 Holt Lane project proceeds through decision point 5 and work commences on activity 6 (Delivery).
  - (b) That the approval to the total project value of £1.150 million is given from the LPTIP fund.
  - (c) That the Combined Authority enters into an addendum to the Funding Agreement with Leeds City Council for expenditure of up to £1.150 million from the LPTIP Fund.
  - (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.

- (ix) That in respect of the change request to the Leeds District Heating Network project the Investment Committee approved:
  - (a) The change request to the Leeds District Heating Network project to extend the time for the completion date be approved.
  - (b) The change request to remove Leeds College of Music contract condition be removed as the promoter has evidenced demand from other sources.
  - (c) The Funding Agreement for Leeds City Council is retrospectively extended from June 2019 to March 2020 and removes the requirement for a heat sales agreement with the Leeds College of Music.
  - (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 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.

### **38. Leeds City College, Quarry Hill - Project Update**

The Committee considered a report which provided an update on the status of the Leeds City College Quarry Hill Skills Capital Project. Exempt appendix 1 to the submitted report outlined a number of possible options for discussion.

#### **Resolved:**

- (i) That the update on the current status of the Leeds City College Quarry Hill Skills Capital Project be noted.
- (ii) That Investment Committee agreed the recommendations as set out in 3.1 to 3.8 in exempt appendix 1 to the submitted report including recommending to the Combined Authority option 1 at 3.2, option 5 at 3.3, option 7 at 3.4 and option 9 at 3.6.

### **39. Future Funding Arrangements - Loans**

Members considered a report which provided an update on the proposed future approach to business finance and investment management. The draft investment strategy was attached at exempt appendix 1 to the submitted report.

Members noted that the finalised version would be brought back to the Committee for endorsement in early 2020.

**Resolved:** That the report and the draft investment strategy be noted.

**40. ESIF SUD**

Councillor Scullion wished to declare an interest regarding the application contained in Exempt Appendix 2 as she resided in the area which would potentially benefit from the proposals set out in the application.

The Committee considered a report on two outline 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 two outline applications for SUD, part of the ESIF Programme.

**41. Minutes of the Business Investment Panel held on 7 November 2019**

**Resolved:** That the minutes of the Business Investment Panel held on the 7 November be noted.



**Report to:** West Yorkshire and York Investment Committee

**Date:** 9 January 2020

**Subject:** **Transport Fund Update**

**Director:** Melanie Corcoran, Director of Delivery

**Author(s):** Lynn Cooper

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:		

## 1 Purpose of this report

- 1.1 This capital update report concentrates on summarising the review that has been undertaken of the West Yorkshire plus Transport Fund and seeks approval of the revised funding and programme for all projects within that funding programme.
- 1.2 The position on the Growth Deal spend and forecast as a whole remains as reported at the December 2019 Investment Committee meeting. An update will be provided at the March 2020 Investment Committee meeting once Quarter 3 2019/20 data has been received.

## 2 Information

### Background

- 2.1 The West Yorkshire plus Transport Fund commenced on 1 April 2015. This is a £1 billion programme funded as follows:

<b>Funding Source</b>	<b>Amount (£) million</b>
Local Growth Fund	600
Transport Majors	183
Local Contribution (borrowing)	217
<b>Total</b>	<b>1000</b>

- 2.2 The original funding programme included 33 named projects each with an allocated sum of funding which totalled £1.27 billion based on prices in 2012. As the funding programme has developed the original 33 projects have increased to 82 projects. This is as a result of funding programmes being developed and a number of original programmes have either been phased or have developed into separate individual projects (e.g. Corridor Improvement Programme, Station Gateways Programme, Rail Parking Package).
- 2.3 Acknowledging Investment Committee query of 2018 relating to the difference of the funding requested and funding allocated to the schemes submitted for consideration through the assurance framework, it is clarified that there were various reasons for this including: cost increases, scope creep, scope change or revised scheme requirements. To agree a way forward workshops were held to consider options.
- 2.4 On 26 February 2019 a joint workshop of the Investment Committee and Transport Committee agreed that partner councils would be requested to prioritise projects and that following this further review would be undertaken to manage the programme within the funding envelope.
- 2.5 A joint exercise with district partners in West Yorkshire and York (through Directors of Development (DoD's) and Chief Highways Officers (CHO's)) has been undertaken to review and prioritise all projects in the Transport Fund.

#### Results of Transport Fund Review

- 2.6 The conclusion of this exercise was that, following review by each partner council, the level of funding required by each project was considered to be at a manageable level. Whilst it exceeds the funding available it is considered that a level of over-programming is reasonable at this stage because the Transport Fund is ongoing over a number of years and includes levels of risk in relation to possible underspend. The attached Appendix 1 summarises the Transport Fund projects setting out actual and forecast spend, and the revised funding required. It also identifies the quantified risk assessment (QRA) included within each project. The revised funding baselines for the Transport Fund give a programme of between £1.12 billion and £1 billion. This is in line with the original aspirations/agreements and are therefore affordable.
- 2.7 Investment Committee is asked to note that there is still the commitment to borrow £217 million to meet the programme costs. The Combined Authority is building up a reserve to do so and the timing and costs of such borrowing is being reviewed in the context of these baselines and will be included in the budget papers under preparation for the meeting of the February 2020 Combined Authority.

- 2.8 The Transport Fund faces the challenge of slower progress than agreed. Accurate forecasts of spend and a programme for submission of business cases at each decision point through the assurance process has proved challenging due to a variety of factors involved. To devise a way forward, a full review of all forecast spend and programme dates has been undertaken.
- 2.9 The outcome of the review is that the following proposals should be agreed:
- (i) To fix a revised funding baseline allocation for each project. This amount is fixed and cannot be increased unless additional funding is sourced outside the Transport Fund or is considered to be acceptable at a future annual Transport Fund Review. Whilst these allocations represent maximum funding levels, they will be subject to approval through the Assurance Framework at the relevant Decision Points (Appendix 1).
  - (ii) To undertake an annual review of the Transport Fund to be carried out in June each year. The scope of this review will consider, for all projects: any increased requirement for funding; the QRA and risk of underspend; actual spend and forecast spend; and programme dates. Any future changes to the baseline figures will be dealt with either individually through the Assurance Framework at the relevant Decision Points or through a further report to the Investment Committee following the annual review. Reference will be made to how the change will be managed at the programme level to ensure it is still affordable within the revised overall baseline.
  - (iii) To over-programme to a percentage within the level of identified risk (QRA and other areas of possible underspend). This to be monitored annually as projects progress through the assurance process. Appendix 1 includes over-programming of just over 11% (£113.81 million) with QRA included within projects of £120.95 million. As the funding programme progresses the levels of underspend will be monitored, and over-programming levels may need to be adjusted.
  - (iv) Two new transport projects and some additional funding for existing projects were agreed as part of the Call for Projects approved by the Combined Authority in June 2018. These are now all included within the Transport Fund. The Combined Authority agreed that all projects within the Call for Projects should come forward at full business case by June 2020 and must spend by March 2021. It is proposed that this requirement should be waived for projects within the Transport Fund as Transport Fund funding is not required to be spent until 31 March 2035.
- 2.10 The review of the revised funding baselines for each project is included in the attached Appendix 1 and the review of the programme dates for each project is included in the attached Appendix 2.
- 2.11 There are a number of changes to the proposed funding baselines and programme dates. There are numerous reasons for these changes, including inflation, scope creep, scope change and / or revised scheme requirements. This reflects the usual ongoing development of projects and changes required

following consultation and engagement, survey works, land assembly, detailed design and more detailed cost estimating.

- 2.12 The Investment Committee is requested to recommend to the Combined Authority the revised baseline allocation for each project (Appendix 1 - Total Forecast Spend (£m) June 2019) and the revised programme dates for each project (Appendix 2).

### **3 Clean Growth Implications**

Clean growth considerations and references to related activities have been embedded throughout the Assurance Framework and related internal governance documents and decision-making procedures. Building 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), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's 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. Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

### **4 Financial implications**

- 4.1 The revised baseline allocation and the revised spend profiles for each project can now support a financial review of the programme and establish when borrowing will be required and the financial implications of this (the Transport Levy is collected for this purpose and held in a separate account). This information will be used to support the budget report that is considered by the Combined Authority in February each year.
- 4.2 Other financial implications are included within the body of the report.

### **5 Staffing implications**

- 5.1 There are no staffing implications directly arising from this report.

### **6 Legal implications**

- 6.1 There are no legal implications directly arising from this report.

### **7 External consultees**

- 7.1 No external consultations have been undertaken.

### **8 Recommendations**

- 8.1 That Investment Committee agrees the proposals set out in section 2.9 and recommends to the Combined Authority that:

- (i) The revised baseline allocations for each project (Appendix 1 - Total Forecast Spend (£m) June 2019) and the revised programme dates for each project (Appendix 2) are approved.

**9 Background documents**

9.1 None.

**10 Appendices**

10.1 Appendix 1 – Transport Funding & Spend.

10.2 Appendix 2 – Transport Fund Programme.

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## Transport Fund (Financial)

Note: projects have been categorised by project sponsor this is either the district partner or, where there are programmes which are cross all partners (eg. Corridor Improvement Programme) or rail (Rail Parking Package, Station Gateways) these have been kept together under a partnership category.

Programme	Original Baseline	Approved Funding	Spend to 31 March 2019 (£m)	Actual and Forecast Spend 2019/20 (£m)	Forecast Spend 2020/21 (£m)	Forecast Spend 2021/22 (£m)	Forecast Spend 2022/23 (£m)	Forecast Spend 2023/24 (£m)	Forecast Spend 2024/25 (£m)	Forecast Spend 2025/26 (£m)	Forecast Spend 2026/27 (£m)	Forecast Spend 2027/28 (£m)	Total Forecast Spend (£m) June 2019	QRA	
<b>Bradford</b>															
A650 Hard Ings Road	N/A	10.25	9.33	3.61	3.46	2.18	0.08						9.33	0.79	
A650 Tong Street	N/A	7.07	0.19	0.25	0.04	0.35	1.00	11.30	7.06				20.00	2.00	
Bradford - Shipley Corridor Improvement	N/A	47.90	1.60	1.26	0.74	0.38	0.40	0.40	6.85	9.92	13.17	14.78	47.90	5.00	
Harrogate Road / New Line Junction	N/A	4.92	2.88	2.80	2.17	2.68	0.02						7.67		
South East Bradford Link Road (Formerly SE Bradford Access Road)	N/A	46.31	0.09	0.14	0.03	0.30	0.60	0.60	0.75	11.90	16.00	15.98	46.30	4.60	
		116.45	14.09	8.06	6.44	5.89	2.10	12.30	14.66	21.82	29.17	30.76	131.20	12.39	
<b>Calderdale</b>															
A629 Phase 1A	A629	8.30	8.64	8.64									8.64		
A629 Phase 1B	A629	18.90	5.67	2.11	1.41	2.87	13.50	7.90	0.05				27.84	3.29	
A629 Phase 2	A629	40.90	2.62	2.62	0.51	1.00	13.22	13.22	20.58				51.15	7.65	
A629 Phase 4	A629	30.00	0.65	0.56	0.23	1.50	1.75	4.05	8.76	8.75	0.32		25.92	1.81	
A641 Bradford - Huddersfield Corridor Improvements	N/A	75.55	0.73	0.27	0.42	0.63	0.63	0.50	0.78	24.00	25.00	23.31	75.54	23.32	
		173.65	18.31	14.20	2.57	6.00	29.10	25.67	30.17	32.75	25.32	0.00	23.31	189.09	36.07
<b>Kirklees</b>															
A62 to Cooper Bridge (formally A62/A644)	N/A	69.27	0.75	0.73	0.48	0.80	2.35	2.50	28.27	22.89	11.28		69.30	18.56	
A629 Phase 5	A629	10.00	4.42	1.17	0.71	0.39	2.53	4.59	1.03	1.61		0.06	12.09	3.57	
M62 New Junction 24A on A641 Bradford Road, Huddersfield	N/A	18.51	0.07	0.04									0.04		
Mirfield to Dewsbury to Leeds (formally Leeds - Dewsbury Corridor)	N/A	12.50	0.54	0.21	0.33	1.85	8.50	1.61					12.50	1.56	
		110.28	5.78	2.15	1.52	3.04	13.38	8.70	29.30	24.50	11.28	0.00	0.06	93.93	23.69
<b>Leeds</b>															
A6110 Leeds South West Outer Ring Road Improvements	N/A	17.80	0.29	0.03	0.24	0.28	0.45	4.00	4.99	2.00			11.99	0.03	
A65 - LBIA Link Road (now known as the LBA Link Route) - currently a revised connectivity package for the airport and employment hub sites is being developed to include the proposed Parkway Station and associated highway linkages	N/A	35.69	1.79	1.39	0.25	0.15	0.45	1.50	11.15	21.00	14.50	14.00	10.61	75.00	15.00
Aire Valley - Leeds Integrated Transport Package	N/A	28.83	9.60	8.64									8.64		
ELOR Construction	Leeds ELOR and North	73.26	90.33	22.83	15.50	26.97	25.03						90.33	5.00	
Leeds City Centre Network Improvements	N/A	36.50	3.77	1.68	0.75	8.90	14.86	20.00	20.61				66.80	10.02	
NGT (project not progressing)	N/A	98.27											0.00		
		290.35	105.78	34.57	16.74	36.30	40.79	25.50	36.75	23.00	14.50	14.00	10.61	252.76	30.05
<b>Partnership</b>															
PROGRAMME: A629	A629	12.46											0.00		
PROGRAMME: Corridor Improvement Programme (Phase 1)	Corridor Improvement P	252.00	0.01										0.00		
PROGRAMME: Corridor Improvement Programme (Phase 2 and 3)	Corridor Improvement P	0.00		9.35	0.00	0.50	2.00	5.00	20.00	6.23	4.45		47.53		
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road	Corridor Improvement P	0.00	0.31	0.27	0.41	1.75	1.78						4.21	0.18	
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane	Corridor Improvement P	0.00	0.33	0.29	0.42	0.40	8.55						9.66	0.80	
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	Corridor Improvement P	0.00	0.21	0.21	0.45	1.00	3.00	1.14					5.80	0.77	
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	Corridor Improvement P	0.00	0.15	0.15	0.41	1.00	3.00	0.39					4.95	0.85	
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	Corridor Improvement P	0.00	0.41	0.40	0.46	2.00	2.64	2.00					7.50	0.96	
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	Corridor Improvement P	0.00	0.15	0.15	0.10	0.34	1.50	2.61	0.20				4.90	0.76	
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	Corridor Improvement P	0.00	0.28	0.28	0.23	3.97	3.72						8.20		
Corridor Improvement Programme - Leeds - Dawsons Corner	Corridor Improvement P	0.00	0.52	0.52	0.30	4.38	9.28						14.48	1.16	

## Transport Fund (Financial)

Note: projects have been categorised by project sponsor this is either the district partner or, where there are programmes which are cross all partners (eg. Corridor Improvement Programme) or rail (Rail Parking Package, Station Gateways) these have been kept together under a partnership category.

Programme	Original Baseline	Approved Funding	Spend to 31 March 2019 (£m)	Actual and Forecast Spend 2019/20 (£m)	Forecast Spend 2020/21 (£m)	Forecast Spend 2021/22 (£m)	Forecast Spend 2022/23 (£m)	Forecast Spend 2023/24 (£m)	Forecast Spend 2024/25 (£m)	Forecast Spend 2025/26 (£m)	Forecast Spend 2026/27 (£m)	Forecast Spend 2027/28 (£m)	Total Forecast Spend (£m) June 2019	QRA	
Corridor Improvement Programme - Leeds - Dyneley Arms	Corridor Improvement P	0.00	0.27	0.27	0.15	1.55	0.51						2.48	0.22	
Corridor Improvement Programme - Leeds - Fink Hill	Corridor Improvement P	0.00	0.12	0.12	0.23	2.54	1.09						3.98	0.87	
Corridor Improvement Programme - Wakefield - A650 Newton Bar	Corridor Improvement P	0.00	0.14	0.14	0.19	2.00	5.00	3.98					11.31	0.72	
Corridor Improvement Programme - Wakefield - Owl Lane	Corridor Improvement P	0.00	0.54										0.00		
PROGRAMME: Rail Parking Package (Phase 1)	Rail Parking Package	31.50	1.70	1.21	0.30	0.27	2.62						4.40		
PROGRAMME: Rail Parking Package (Phase 2)	Rail Parking Package	0.00	2.02	0.33	0.31	1.12	3.00	3.00	5.00	5.00	5.57		23.33		
Rail Parking Package - Apperley Bridge	Rail Parking Package	0.00	0.11	0.00	0.11	0.60	0.49						1.20		
Rail Parking Package - Ben Rhydding	Rail Parking Package	0.00	0.15		0.02	1.58	0.48						2.08		
Rail Parking Package - Fitzwilliam	Rail Parking Package	0.00	0.70	0.49									0.49		
Rail Parking Package - Garforth	Rail Parking Package	0.00	1.13	0.04	1.09								1.13	0.08	
Rail Parking Package - Guiseley	Rail Parking Package	0.00	0.14			0.11	0.03	6.83					6.97		
Rail Parking Package - Hebden Bridge	Rail Parking Package	0.00	0.88	0.02	0.20	0.66							0.88	0.04	
Rail Parking Package - Mirfield A	Rail Parking Package	0.00	0.31	0.17	0.05								0.22		
Rail Parking Package - Moorhorpe	Rail Parking Package	0.00	0.11	0.02	0.23	0.83							1.08		
Rail Parking Package - Mytholmroyd	Rail Parking Package	0.00	3.95		1.58	2.37							3.95	0.10	
Rail Parking Package - Normanton	Rail Parking Package	0.00	0.00		0.26	1.18							1.44		
Rail Parking Package - Outwood	Rail Parking Package	0.00	0.14	0.05	0.16	0.75	0.58						1.54	0.35	
Rail Parking Package - Shipley	Rail Parking Package	0.00	0.00				2.55						2.55	0.00	
Rail Parking Package - South Elmsall	Rail Parking Package	0.00	0.67	0.60									0.60		
Rail Parking Package - Steeton and Silsden	Rail Parking Package	0.00	3.88		0.50	2.38	1.00						3.88	0.27	
PROGRAMME: Station Gateways	Station Gateways	50.00	0.00						5.56				5.56		
Bradford Forster Square Station Gateway	Station Gateways	0.00	3.67	0.36	0.18	0.44	2.00	10.00	4.34				17.32	1.70	
Bradford Interchange Station Gateway (Phase 1)	Station Gateways	0.00	0.29	0.20	0.06	0.16	1.40	1.50	2.33				5.65	0.85	
Castleford Station Gateway	Station Gateways	0.00	2.84	0.26	0.69	1.89							2.84		
Halifax Station Gateway	Station Gateways	0.00	1.11	0.56	0.59	0.75	0.63	4.00	4.00	0.07			10.60		
Huddersfield Station Gateway (Phase 1)	Station Gateways	0.00	0.12	0.01	0.17	0.24	0.44	0.64	0.75	3.25			5.50		
Huddersfield Station Gateway (Phase 2)	Station Gateways	0.00	0.05	0.05	0.01	0.01	0.01	0.01	0.02	0.05	4.84		5.00		
Leeds Station Gateway - Leeds Integrated Station Masterplan	Station Gateways	0.00	0.40	0.31	0.03	0.06							0.40		
Leeds Station Gateway - New Station Street	Station Gateways	0.00	0.73	0.72	1.40								2.12		
PROGRAMME: Transformational Schemes	Transformational Scher	25.00	0.00			1.50	1.50	0.34					3.34		
Transformational - A6120 Leeds Northern Outer Ring Road Improvements	Transformational Scher	0.00	0.39		0.19	0.20							0.39		
Transformational - Bradford Interchange Station Gateway (Phase 2)	Transformational Scher	0.00	0.51	0.02	0.06	0.10	0.02			0.31			0.51		
Transformational - LCR Inclusive Growth Corridor Plans	Transformational Scher	0.00	2.40	0.59	0.85	1.18	2.76	1.65					7.03		
Transformational - NE Calderdale Transformational Programme Study	Transformational Scher	0.00	0.40	0.17	0.23								0.40		
Transformational - North Kirklees Orbital Route Feasibility Study	Transformational Scher	0.00	0.25	0.13	0.10	0.02							0.25		
Transformational - South Featherstone Link Road Feasibility Study	Transformational Scher	0.00	0.28	0.13	0.12	0.03							0.28		
Transformational - York Northern Outer Ring Road Dualling Feasibility Study	Transformational Scher	0.00	0.30	0.27	0.03								0.30		
Calder Valley Line - Elland Station	N/A	20.00	2.13	0.46	0.46	2.57	4.00	8.17	2.65				18.31	1.68	
City Connect Cycle Ambition Programme **	N/A	0.00	0.13		0.18	0.37	2.00	8.48	1.02				12.05		
Leeds Inland Port	N/A	0.00	0.00		0.56	2.61							3.17		
Thorpe Park Station (formerly East Leeds Parkway)	N/A	10.06	0.50	0.29	0.00	0.00	2.50	2.50	1.50	0.62	2.64		10.05		
West Yorkshire Integrated UTMC	N/A	7.26	4.29	0.30	1.30	5.10	0.79						7.49	0.57	
		408.28	40.12	19.91	15.37	50.51	70.87	62.24	41.81	20.78	17.81	0.00	0.00	299.30	12.75

## Transport Fund (Financial)

Note: projects have been categorised by project sponsor this is either the district partner or, where there are programmes which are cross all partners (eg. Corridor Improvement Programme) or rail (Rail Parking Package, Station Gateways) these have been kept together under a partnership category.

Programme	Original Baseline	Approved Funding	Spend to 31 March 2019 (£m)	Actual and Forecast Spend 2019/20 (£m)	Forecast Spend 2020/21 (£m)	Forecast Spend 2021/22 (£m)	Forecast Spend 2022/23 (£m)	Forecast Spend 2023/24 (£m)	Forecast Spend 2024/25 (£m)	Forecast Spend 2025/26 (£m)	Forecast Spend 2026/27 (£m)	Forecast Spend 2027/28 (£m)	Total Forecast Spend (£m) June 2019	QRA	
<b>Wakefield</b>															
Castleford Growth Corridor formerly Castleford Northern Bypass	N/A	37.52	0.20	0.17	0.60	1.00	4.30	0.70	0.10				6.87	1.40	
Glasshoughton Southern Link Road	N/A	7.09	5.97	0.81	4.13	1.03							5.97	1.26	
Wakefield City Centre Package (Phase 1) Kirkgate	N/A	5.60	5.56	5.53	0.03								5.56		
Wakefield City Centre Package (Phase 2) Ings Road	N/A	3.16	0.27	0.07	0.20	1.68	2.45	0.13					4.53	0.31	
Wakefield Eastern Relief Road	N/A	29.42	37.59	35.91	0.73							0.95	37.59		
Pontefract Northern Bypass (funded elsewhere)	N/A	6.54	0.00										0.00		
		89.33	49.59	42.49	5.69	3.71	6.75	0.83	0.10	0.00	0.00	0.00	0.95	60.52	2.97
<b>York</b>															
York Central Access Road and Station Access Improvements	N/A	27.00	3.28	1.99	1.17	2.00	7.47	11.63	15.53				39.79	0.00	
York Northern Outer Ring Road	Northern Outer Ring Rd	37.60	2.45	2.00	0.45	0.49							2.94	0.00	
York Northern Outer Ring Road - Phase 1	Northern Outer Ring Rd	0.00	3.87	3.53	0.34								3.87	0.30	
York Northern Outer Ring Road - Phase 2	Northern Outer Ring Rd	0.00	3.59	0.04	0.06	0.88	2.61						3.59	0.29	
York Northern Outer Ring Road - Phase 3	Northern Outer Ring Rd	0.00	0.00	0.00	0.50	0.50	5.00	16.00	5.88				27.88	2.44	
PT Improvements 2 - City Centre Infrastructure	N/A	7.20	0.00	0.00	0.00	1.00	5.00	2.77					8.77	0.00	
A19 Bus Lane and access to Designer Outlet P&R Improvements (project not progressing)	N/A	1.93											0.00		
Clifton Moor Park & Ride and corridor improvements (project not progressing)	N/A	9.76											0.00		
		83.49	13.19	7.56	2.52	4.87	20.08	30.40	21.41	0.00	0.00	0.00	0.00	86.84	3.03
<b>Overall Total</b>															
Bradford	-	116.45	14.09	8.06	6.44	5.89	2.10	12.30	14.66	21.82	29.17	30.76	0.00	131.20	12.39
Calderdale	-	173.65	18.31	14.20	2.57	6.00	29.10	25.67	30.17	32.75	25.32	0.00	23.31	189.09	36.07
Kirklees	-	110.28	5.78	2.15	1.52	3.04	13.38	8.70	29.30	24.50	11.28	0.00	0.06	93.93	23.69
Leeds	-	290.35	105.78	34.57	16.74	36.30	40.79	25.50	36.75	23.00	14.50	14.00	10.61	252.76	30.05
Partnership	-	408.28	40.12	19.91	15.37	50.51	70.87	62.24	41.81	20.78	17.81	0.00	0.00	299.30	12.75
Wakefield	-	89.33	49.59	42.49	5.69	3.71	6.75	0.83	0.10	0.00	0.00	0.00	0.95	60.52	2.97
York	-	83.49	13.19	7.56	2.52	4.87	20.08	30.40	21.41	0.00	0.00	0.00	0.00	86.84	3.03
		1271.83	246.86	128.94	50.85	110.32	183.07	165.64	174.20	122.85	98.08	44.76	34.93	1113.64	120.95
<b>Programmes</b>															
A629	-	120.56	22.00	15.10	2.86	5.76	31.00	29.76	30.42	10.36	0.32	0.00	0.06	125.64	16.32
Corridor Improvement Programme (Phase 1)	-	252.00	3.44	2.80	3.35	20.93	40.07	10.12	0.20	0.00	0.00	0.00	0.00	77.47	7.12
Corridor Improvement Programme (Phase 2 and 3)	-	0.00	0.00	9.35	0.00	0.50	2.00	5.00	20.00	6.23	4.45	0.00	0.00	47.53	0.00
Leeds ELOR and North Leeds Outer Ring Road	-	73.26	90.33	22.83	15.50	26.97	25.03	0.00	0.00	0.00	0.00	0.00	0.00	90.33	5.00
Northern Outer Ring Road Improvements (York)	-	37.60	9.91	5.57	1.35	1.87	7.61	16.00	5.88	0.00	0.00	0.00	0.00	38.28	3.03
Rail Parking Package	-	31.50	15.89	2.93	4.81	11.85	10.75	9.83	5.00	5.00	5.57	0.00	0.00	55.74	0.83
Station Gateways	-	50.00	9.21	2.47	3.13	3.55	4.48	16.15	11.44	8.93	4.84	0.00	0.00	54.99	2.55
Transformational Schemes	-	25.00	4.53	1.31	1.58	3.03	4.28	1.99	0.00	0.00	0.31	0.00	0.00	12.50	0.00
Individual projects	-	681.91	91.55	66.58	18.27	35.86	57.85	76.79	101.26	92.33	82.59	44.76	34.87	611.16	86.10
		1271.83	246.86	128.94	50.85	110.32	183.07	165.64	174.20	122.85	98.08	44.76	34.93	1113.64	120.95

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# Agenda Item 5

## Transport Fund (Schedules)

## Appendix 2

Decision Point 1	Decision Point 2	Decision Point 3	Decision Point 4	Decision Point 5	Decision Point 6	Decision Point 7
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Bradford							
A650 Hard Ings Road	✓	✓	✓	✓	✓	30/06/2020	30/06/2021
A650 Tong Street	✓	✓	31/03/2020	30/07/2021	29/10/2021	29/03/2024	31/03/2025
Bradford - Shipley Corridor Improvement	✓	✓	31/12/2019	31/01/2022	31/08/2022	31/03/2027	31/03/2028
Harrogate Road / New Line Junction	✓	✓	✓	✓	31/12/2019	31/07/2020	31/03/2023
South East Bradford Link Road (Formerly SE Bradford Access Road)	✓	✓	31/12/2021	29/12/2023	29/02/2024	31/03/2027	31/03/2028

Calderdale							
A629 Phase 1A	✓	✓	✓	✓	✓	✓	31/12/2019
A629 Phase 1B	✓	✓	✓	01/02/2020	31/08/2020	29/04/2022	28/04/2023
A629 Phase 2	✓	✓	✓	30/06/2020	31/12/2020	29/09/2023	30/09/2024
A629 Phase 4	✓	✓	✓	30/12/2022	31/08/2023	30/05/2025	29/05/2026
A641 Bradford - Huddersfield Corridor Improvements	✓	28/02/2020	29/01/2021	29/12/2023	29/03/2024	31/12/2025	31/12/2026

Kirklees							
A62 to Cooper Bridge (formally A62/A644)	✓	✓	01/09/2020	01/10/2022	01/12/2022	01/05/2025	01/04/2026
A629 Phase 5	✓	✓	✓	01/06/2020	01/12/2020	01/04/2021	01/11/2024
Mirfield to Dewsbury to Leeds (formally Leeds - Dewsbury Corridor)	✓	✓	01/05/2020	01/12/2020	01/02/2021	01/07/2023	01/10/2023

Leeds							
A6110 Leeds South West Outer Ring Road Improvements	✓	✓	01/11/2020	30/09/2021	30/11/2021	31/10/2023	31/10/2024
A65 - LBA Link Road (now known as the LBA Link Route)	✓	✓	31/07/2020	30/08/2024	30/05/2025	31/12/2027	29/12/2028
Aire Valley - Leeds Integrated Transport Package	✓	✓	✓	✓	✓	✓	✓
ELOR Advance Juntions	✓	✓	✓	✓	✓	31/12/2019	31/12/2020
ELOR Construction	✓	✓	✓	✓	✓	31/01/2022	31/01/2023
Leeds City Centre Network Improvements - Armley Gyatory	✓	✓	✓	16/04/2020	30/11/2020	30/12/2022	29/12/2023
Leeds City Centre Network Improvements - Meadow Lane	✓	✓	31/01/2020	31/03/2020	29/05/2020	30/04/2021	29/04/2022
Leeds City Centre Network Improvements - City Square	✓	✓	✓	29/05/2020	31/05/2021	30/12/2022	29/12/2023
Leeds City Centre Network Improvements - Other Elements	✓	✓	✓	30/10/2020	31/05/2021	29/03/2024	31/03/2025
Leeds City Centre Network Improvements - Park Row / Infirmary Street	✓	✓	✓	31/12/2019	31/01/2020	30/10/2020	29/10/2021

Partnership							
Corridor Improvement Programme - Bradford - A6177 Great Horton Road -	✓	✓	✓	30/04/2020	30/09/2020	30/11/2020	31/01/2022
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toll	✓	✓	✓	31/07/2020	30/09/2020	26/02/2021	30/06/2022
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	✓	✓	✓	29/05/2020	31/07/2020	31/05/2022	31/05/2023
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	✓	✓	✓	29/05/2020	31/07/2020	31/05/2022	31/05/2023
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	✓	✓	✓	01/04/2020	30/07/2021	31/08/2021	31/01/2022
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	✓	✓	01/03/2020	01/09/2021	01/12/2021	20/12/2022	01/10/2023
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridor	✓	✓	✓	31/07/2020	31/08/2020	29/01/2021	31/01/2022
Corridor Improvement Programme - Leeds - Dawsons Corner	✓	✓	✓	30/10/2020	30/10/2020	31/01/2022	30/01/2023
Corridor Improvement Programme - Leeds - Dyneley Arms	✓	✓	✓	30/04/2020	30/06/2020	30/08/2020	30/11/2021
Corridor Improvement Programme - Leeds - Fink Hill	✓	✓	✓	30/09/2020	30/11/2020	31/03/2021	31/03/2022
Corridor Improvement Programme - Wakefield - A650 Newton Bar	✓	✓	✓	30/09/2020	30/10/2020	30/11/2021	30/11/2022
Corridor Improvement Programme - Wakefield - Owl Lane	✓	✓	✓	✓	✓	✓	31/12/2019
Rail Parking Package - Apperley Bridge	✓	✓	30/06/2020				
Rail Parking Package - Ben Rhydding	✓	✓	31/03/2020				
Rail Parking Package - Fitzwilliam	✓	✓	✓	✓	✓	31/12/2019	31/12/2020
Rail Parking Package - Garforth	✓	✓	✓	✓	✓	28/02/2020	26/02/2021
Rail Parking Package - Guiseley	✓	✓	31/03/2020				
Rail Parking Package - Hebden Bridge	✓	✓	✓	✓	✓		
Rail Parking Package - Mirfield A	✓	✓	✓	✓	✓	31/12/2019	31/12/2020
Rail Parking Package - Moorthorpe	✓	✓			31/01/2020		
Rail Parking Package - Mytholmroyd	✓	✓	✓	✓	✓		
Rail Parking Package - Normanton	✓	✓			28/02/2020		
Rail Parking Package - Outwood	✓	✓			28/02/2020	26/02/2021	28/02/2022
Rail Parking Package - Shipley	✓	✓			29/05/2020		
Rail Parking Package - South Elmsall	✓	✓	✓	✓	✓	31/12/2019	31/12/2020
Rail Parking Package - Steeton and Silsden	✓	✓	✓	✓	✓	30/10/2020	29/10/2021

## Transport Fund (Schedules)

Decision Point 1	Decision Point 2	Decision Point 3	Decision Point 4	Decision Point 5	Decision Point 6	Decision Point 7
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Bradford Forster Square Station Gateway	✓	✓	✓	29/01/2021			
Bradford Interchange Station Gateway (Phase 1)	✓	✓	29/05/2020	30/06/2020	29/10/2021	29/03/2024	31/03/2025
Castleford Station Gateway	✓	✓	✓	✓	✓	30/10/2020	29/10/2021
Halifax Station Gateway	✓	✓	31/12/2019				
Huddersfield Station Gateway (Phase 1)	✓	✓	01/12/2019	-	01/04/2020	01/12/2022	01/12/2023
Huddersfield Station Gateway (Phase 2)	✓	✓	01/12/2019	-	01/04/2020	01/03/2025	01/03/2026
Leeds Station Gateway - Leeds Integrated Station Masterplan	✓	✓					
Leeds Station Gateway - New Station Street	✓	✓	✓	✓	✓	31/12/2019	31/12/2020
Transformational - A6120 Leeds Northern Outer Ring Road (Development)	✓	✓	✓	✓	✓	✓	✓
Transformational - Bradford Interchange Station Gateway (Phase 2)	✓	✓					
Transformational - LCR Inclusive Growth Corridor Plans (Development Only)	✓	✓	✓	✓	✓	✓	✓
Transformational - NE Calderdale Transformational Programme Study (Development Only)	✓	✓	✓	✓	✓	✓	✓
Transformational - North Kirklees Orbital Route Feasibility Study (Development Only)	✓	✓	✓	✓	✓	✓	✓
Transformational - South Featherstone Link Road Feasibility Study (Development Only)	✓	✓	✓	✓	✓	✓	✓
Transformational - York Northern Outer Ring Road Dualling Feasibility Study (Development Only)	✓	✓	✓	✓	✓	✓	✓
Calder Valley Line - Elland Station	✓	✓	✓	30/11/2020	30/07/2021	29/12/2023	31/12/2024
City Connect Cycle Ambition Programme	✓	✓					
Leeds Inland Port	✓	✓	07/12/2019	01/03/2020	01/03/2020	01/05/2021	
Thorpe Park Station (formerly East Leeds Parkway)	✓	✓					
West Yorkshire Integrated UTMC (Phase A)	✓	✓	✓	✓	✓	31/03/2021	31/03/2022
West Yorkshire Integrated UTMC (Phase B)	✓	✓	✓	✓	✓	31/03/2021	31/03/2022
West Yorkshire Integrated UTMC (Phase C)	✓	✓	✓	31/12/2019	31/01/2020	31/03/2021	31/03/2022

Wakefield							
Castleford Growth Corridor formerly Castleford Northern Bypass	✓	✓	✓	30/11/2020	31/03/2021	31/03/2022	31/03/2023
Glasshoughton Southern Link Road	✓	✓	✓	✓	✓	31/08/2020	31/08/2021
Wakefield City Centre Package (Phase 1) Kirkgate	✓	✓	✓	✓	✓	31/12/2019	31/08/2021
Wakefield City Centre Package (Phase 2) Ings Road	✓	✓	30/06/2020	30/10/2020	30/11/2020	29/10/2021	31/10/2022
Wakefield Eastern Relief Road	✓	✓	✓	✓	✓	31/12/2019	31/12/2020

York							
York Central Access Road and Station Access Improvements (Access)	✓	✓	✓	✓	29/05/2020	31/03/2023	29/03/2024
York Central Access Road and Station Access Improvements (Frontage)	✓	✓	✓	✓	30/01/2020	31/03/2021	31/03/2022
York Northern Outer Ring Road - Phase 1	✓	✓	✓	✓	✓	29/04/2022	28/04/2023
York Northern Outer Ring Road - Phase 2	✓	✓	✓	✓	✓	29/04/2022	28/04/2023
York Northern Outer Ring Road - Phase 3	✓	✓	✓	31/01/2020	31/03/2020	29/04/2022	28/04/2023
PT Improvements 2 - City Centre Infrastructure	✓	28/02/2020	30/04/2020	31/07/2020	30/11/2020	28/02/2022	29/04/2022



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**Report to:** West Yorkshire and York Investment Committee

**Date:** 9 January 2020

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

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**Director:** Melanie Corcoran, Director of Delivery

**Author(s):** Mary Innes / Craig Taylor

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## **1 Purpose of this report**

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The 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, the Combined Authority will review and embed clean growth considerations into our activities.
- 2.2 Building 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), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's 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.
- 2.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

### 3 Report

3.1 This report presents proposals for the progression of 4 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 £46.371 million when fully approved, of which the total value of £12.389 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><b><u>Scheme</u></b></p> <p><b>Leeds Transport Model Update 2020</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The project is to deliver a new multi-modal transport model for Leeds which reflects Department for Transport (DfT) best practice guidance. The model will be used to develop and appraise transport schemes and additionally for assessing development options associated with the Local Plan and wider Leeds City Region schemes.</p> <p><b><u>Impact</u></b></p> <p>Delivery of the model will be used to appraise the value of future pipeline schemes, indirectly allowing clean growth and climate change implications to be tested.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 5 (Full Business Case with finalised Costs)</p> <p>Indicative total scheme cost – £1.2 million.</p> <p>Total value of Combined Authority funding - £600,000.</p> <p>Funding recommendation sought – £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p> <p><b>York Outer Ring Road - Phase 3 - Clifton Moor</b></p> <p>York</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is phase 3 of the York Outer Ring Road Programme. Phase 1 is complete and Phase 2 is in Activity 6, Delivery. Phase 3 will deliver improvements to the roundabout at Clifton Moor, including:</p> <ul style="list-style-type: none"> <li>• A1237 westbound approach widened to three lanes</li> <li>• A1237 exits widened to two lanes</li> <li>• Lane designations re-allocated</li> <li>• Relocate and enlarge inscribed circle diameter of roundabout</li> <li>• Creation of underpass on A1237 eastbound</li> <li>• Addition of a 4th arm to access Site ST14 Land West of Wigginton Road</li> </ul> <p><b><u>Impact</u></b></p> <p>The value for money assessment reflects a benefit cost ratio of 2.94:1 judging the scheme as high value for money against the Department for Transport's value for money criteria. This is a programme level benefit cost ratio.</p>



	<p>The scheme supports inclusive growth by improving accessibility to employment, retail, and leisure sites in York which serve the wider population.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs).</p> <p>Indicative total scheme cost - £7.174 million (total programme - £44.216 million)</p> <p>Total value of Combined Authority funding - £2.174 million (total programme indicative - £38.378m)</p> <p>Funding recommendation 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>
<p><b><u>Scheme</u></b></p> <p><b>Bradford City Centre Heritage Properties Development Scheme</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme forms part of the housing and regeneration programme and will redevelop three city centre properties to provide commercial floor space and residential units. The change request is to replace one property from the original programme with an alternative property.</p> <p>This scheme fits with Priority 4: Infrastructure for Growth of the Leeds City Region Strategic Economic Plan.</p> <p>The scheme is funded through the Local Growth Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme's value for money position is based on grant cost per housing unit which equates to £18,500. This is higher than the average across the Combined Authority's housing and regeneration programme (£13,907). However, the scheme offers reasonable value for money in relation to its wider regeneration benefits including delivering new housing.</p> <p>The scheme's wider social benefits include increased investment in the city centre due to the creation of commercial floor space.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to accept the change request to replace one property with a new one at decision point 6 and work continues on activity 6 (delivery).</p> <p>Total value - £33.29 million</p> <p>Total value of Combined Authority funding - £7.4 million</p> <p>Funding recommendation 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>
<p><b><u>Scheme</u></b></p> <p><b>York Scarborough Bridge (foot &amp; cycle bridge)</b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme forms part of the Transforming Cities Fund and will improve the pedestrian and cycle access to York City Centre and York rail station. This scheme will enhance the</p>

York	<p>recently completed Scarborough Bridge by ensuring accessible access in the surrounding area.</p> <p><b><u>Impact</u></b></p> <p>The schemes wider social benefits include reduced greenhouse gas emissions and health benefits due to a modal shift to sustainable modes of transport.</p> <p>The benefit cost ratio has been calculated at 3.04:1 which represents high value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to accept the change request to enhance the original scheme further, using £280,000 new funding from Transforming Cities Fund small bids, by complementing the approaches to the bridge and its links to walking and cycling at activity 6 (delivery) and work continues in activity 6 (delivery)</p> <p>Total value - £4.707 million</p> <p>Total value of Combined Authority funding – £2.215 million</p> <p>Funding recommendation sought - £280,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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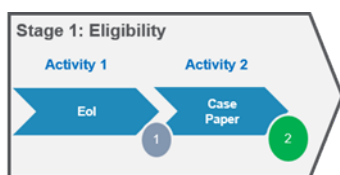
- 3.2 Since the Investment Committee’s meeting on 4 December 2019, the following decision points and change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £20,000 has been approved.

<p><b><u>Scheme</u></b></p> <p><b>Corporate Technology Programme – CRM improvements (package EO1)</b></p>	<p><b><u>Scheme description</u></b></p> <p>The Corporate Technology Programme (CTP) will deliver the Corporate Technology Strategy which was approved by the Combined Authority at decision point 2 in May 2018. Package EO1 relates to a new regional data system.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 5 approval on 8 November 2019, giving full approval to the EO1 work package value of £20,000 and work commences on activity 6 (delivery).</p>
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## 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.

<b>Project Title</b>	<b>Leeds Transport Model Update 2020</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline 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**

- 4.3 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.
- 4.4 The purpose of this scheme is to deliver a new multi-modal transport model for Leeds which reflects Department for Transport (DfT) best practice guidance, indirectly supporting the delivery of the Leeds City Region Strategic Economic Plan priorities by developing and appraising transport schemes and assessing development options associated with the Local Plan and wider Leeds City Region schemes. While the current Leeds Transport Model is fit for purpose, it needs updating as part of the normal 5 year cycle of refreshing transport models in order to reflect DfT best practice guidance. Failure to enhance the model could result in risk of challenge to outputs produced in the near future.

4.5 The new multi-modal transport model for Leeds will need to be able to model:

- Supply and demand constraints, increasing walking and cycling and managing peak transport times.
- Public transport route, capacity, fare and frequency changes.
- Highway and public transport (bus, rail, mass transit) schemes.
- Change in the use of walking and cycling.
- Leeds city centre parking supply and cost changes
- Park and Ride (bus, mass transit and rail)
- Work with a variety of planning growth

4.6 There is a requirement to collect data in spring 2020 ahead of a number of new schemes coming into delivery in Leeds city centre.

4.7 A summary of the scheme's business case is included in **Appendix 2**.

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

4.8 The Leeds Transport Model Update 2020 will be used to appraise future pipeline schemes, allowing clean growth and climate change implications to be tested.

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

4.9 The forecast outputs, benefits and inclusive growth implications are:

- Up to date origin and destination data for 2020 for use in model building.
- Transport model that meets the latest requirements of DfT guidance.
- A model that can be used in support of a wide range of transport schemes across Leeds.
- Transport model produces more reliable answers more quickly.
- Can be applied in the development and appraisal of schemes that support inclusive growth.

#### **Risks**

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

- Tight timescales for data collection to be completed by spring 2020 – Data collection needs to be completed by spring 2020 before work commences on major transport projects. This will be mitigated by prioritising data collection in areas most likely to be impacted by the works.
- Overall cost of model deemed unaffordable at tender stage – The specification of the model would be reviewed to achieve cost savings.

## Costs

- 4.11 The total cost of the scheme is forecast to be approximately £1.2 million. The Combined Authority contribution sought is £600,000. Similar model updates have been procured by Bradford, Calderdale and Kirklees recently and have been used to inform the cost estimates for the model. The scope and scale of the Leeds Transport Model Update 2020 is different to these models in scale and complexity.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
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

- 4.12 Data collection is conducted by the end of spring 2020.

## Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remain within 20% of those outlined in this report. That the timeframes outlined in this report remain within 3 months.

## Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Tim Harvey, Leeds Council
Combined Authority case officer	David Powell

## Appraisal Summary

- 4.13 A strong rationale exists for the Leeds Transport Model Update 2020, as it will indirectly contribute to delivering the Leeds City Region SEP priorities along with national, regional and local strategies through the appraisal of schemes and the development of more robust business cases.
- 4.14 With a large programme of schemes in the future pipeline, it is imperative that Leeds update their transport model according to the timescales outlined in this

report. There is a requirement to collect data in spring 2020 ahead of a number of new schemes coming into delivery in Leeds city centre.

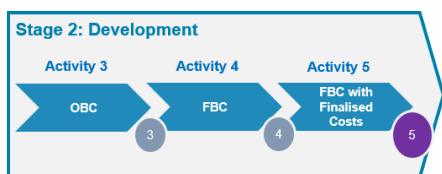
- 4.15 There is a clear need for an up to date transport model that meets with DfT guidance. A clear procurement strategy is in place.

### **Recommendations**

- 4.16 That Investment Committee recommends to the Combined Authority that:

- (i) The Leeds Transport Model Update 2020 project proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).
- (ii) An indicative approval of £600,000 is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £1.2 million with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at Decision Point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## Projects in Stage 2: Development



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

<b>Project Title</b>	<b>York Outer Ring Road Phase 3</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

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

### Background

- 4.18 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.
- 4.19 The York Outer Ring Road (YORR) upgrade project includes improvements to seven existing Outer Ring Road roundabouts between the Wetherby Road and Monks Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to 3 lanes, exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodation for future orbital and radial routes where possible).
- 4.20 Phase 3 will deliver improvements to the roundabout at Clifton Moor, including:

- A1237 westbound approach widened to three lanes
  - A1237 exits widened to two lanes
  - Lane designations re-allocated
  - Relocate and enlarge inscribed circle diameter of roundabout
  - Creation of underpass on A1237 eastbound
  - Addition of a 4th arm to access Site ST14 Land West of Wigginton Road
- 4.21 Programme entry for the phase 1 dualling of the A1237 (Rawcliffe to Hopgrove), funded by DfT, was achieved in October 2019 from the DfT. The City of York Council is currently reviewing the implications of the announcement on the roundabout upgrade programme to maximise delivery efficiency.
- 4.22 A summary of the scheme's business case and location map is included in **Appendix 3**.

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

- 4.23 The main objective of the A1237 upgrade scheme is to reduce delays and enable growth whilst also improving accessibility for cyclists and pedestrians. Greenhouse gas emissions are also projected to reduce as a result of the reduction in congestion on the route. Policies will be adopted to reduce the risk of suppressed demand taking up the additional capacity. Additional complementary measures within the city will also be considered in order to maximise any air quality benefits from the forecast slight reduction in vehicle trips through the city centre.
- 4.24 It is anticipated that a significant number of trips will divert from the main urban area (and adjacent villages) onto the YORR as a result of the additional capacity provided by the A1237 upgrades. This released capacity will be locked in by reassigning road space to more sustainable transport modes where possible. It is proposed to progress a variety of measures:
- Closure of traffic routes through residential areas creating safer routes for cycling and walking and improving air quality
  - Improving bus priority measures
  - Changes to junction layouts and sequencing at key locations in city centre to improve cycling and walking routes.
  - Improvements to cycling network building on the A1237 crossings provided through the WYTF YORR junction improvement programme.
- 4.25 The dual carriage way scheme, funded by DfT, also being progressed will complement the roundabout upgrade project by providing further capacity and further reducing congestion. This will then facilitate additional citywide sustainable transport measures to be taken forward, enabling a further reduction of trips away from the city centre area.



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

4.26 The forecast outputs, benefits and inclusive growth implications are set at a programme level for the York Outer Ring Road. These are:

- Enable better access to employment, retail, health and leisure sites in York which serve the surrounding population.
- Enhanced connectivity to the A1(M) and other strategic destinations.
- Reduced end to end journey times around the northern section of the York Outer Ring Road by approximately 20% by 2021.
- Enhanced journey time reliability for cross-county movements (estimated to be 15-20% of traffic) between origins and destinations in North Yorkshire.
- Reduced localised congestion and delays on approach and exit from the junctions.
- Removal of through traffic from York City centre due to the decongestion of the Outer Ring Road route.
- Improved safety through the reduction in road accidents.
- Improved air quality in the city centre resulting from improved traffic flows.

## **Risks**

4.27 The key risks to this project and the mitigation are:

- Risk: Agreement on the purchase of land needed for the project cannot be reached with landowners / agents, or the requested purchase price increases beyond the market value. Mitigation: City of York Council to enter into early engagement with landowners, simultaneously promoting a Compulsory Purchase Order alongside negotiations. The potential cost of each parcel of land will also be carefully considered in order to allocate an appropriate risk budget.
- Risk: Junctions outside the Outer Ring Road junction improvements require upgrading, potentially increasing the project scope. Mitigation: City of York Council will undertake robust assessment of other junctions and bring forward other funding if upgrades are deemed to be required. If this materialises the improvements would not require WYTF funding.
- Risk: Programme delays / abortive work arising from the A1237 dualling programme. Mitigation: City of York Council to consider the phasing of future phases of the Outer Ring Road junction improvement programme in light of potential interface with the dualling programme, to minimise abortive work and / or delays to the Outer Ring Road junction improvement programme.

## **Costs**

4.28 The project costs are summarised as:

- The phase 3 costs have increased by £5 million reflecting inclusion of the 4th arm at Clifton Moor. Previous cost estimates were based on a three-arm roundabout improvement. This £5 million is not being sought from the WY+TF. City of York Council have confirmed that the £5 million is available from the council's reserves, with the funding to be reclaimed via future developer contributions.
- Phase 3 costs estimated at £7.174 million, final costs to be confirmed at decision point 5.
- Total programme costs estimated at £44.216 million. This is an increase from the total programme costs at the Phase 2 FBC+ of £38.926 million. This increase in total costs is mainly due to the addition of the 4th arm of the Clifton Moor junction. £44.216 million is made up from £38.378 million Combined Authority contribution, £838,000 City of York contribution and £5 million development funding/third party.
- The estimated Combined Authority funding required is £2.174 million for phase 3
- The total indicative total programme funding for the YORR project from the Combined Authority has increased since the Phase 2 FBC+ from £38.276 million to £38.378 million. This increase is due to the use of updated inflation indices.
- Additional development costs are not requested at this stage. Development costs of £2.45 million have been approved at a programme level.

### Assurance Pathway and Approval Route for Phase 3

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	09/01/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	10/04/2020

### Other Key Timescales

- Phase 3 site start – April 2020
- Phase 3 site completion – May 2021

### Assurance Tolerances

Assurance tolerances
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Costs should remain within 5% of the Combined Authority's contribution in this report.  
Timescales should remain within 3 months of those set out in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	James Gilchrist (City of York Council)
<b>Project Manager</b>	Gary Frost (City of York Council)
<b>Combined Authority case officer</b>	Thomas Murphy

## Appraisal Summary

- 4.29 The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.
- 4.30 Overall the business case presented provides sufficient evidence and justification that Phase 3 should proceed. The Economic and Strategic Cases for Phase 3 are intrinsically linked to the programme as a whole, when considered at a programme level these cases are sufficiently developed to recommend progression. The programme benefit cost ratio is 2.94:1.
- 4.31 Whilst benefits are being measured at a programme level, there will be localised benefits realised at this junction once improvement works are delivered.

## Recommendations

- 4.32 That Investment Committee approves:
- (i) The York Outer Ring Road Phase 3 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (ii) An indicative approval to phase 3 to the value of £2.174 million is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £7.174 million with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) An indicative approval to the YORR programme to the value of £38.378 million, an increase from £38.276 million, is given from the West Yorkshire plus Transport Fund towards a total programme cost of £44.216 million, an increase from £38.926 million.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme

Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Bradford City Centre Heritage Properties Development Scheme</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	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

- 4.33 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 4.34 This scheme forms part of the Housing & Regeneration programme originally aiming to redevelop three key heritage property buildings in Bradford. The properties fall within the Bradford City Centre area which has been endorsed by the Council as a priority regeneration zone. This scheme was submitted as part of the call for projects and gained approval to proceed from the Combined Authority in June 2018.
- 4.35 All three property refurbishments will create commercial floor space on the ground and lower floors, due to their unsuitability for residential conversion, and upper floors will be converted for residential use.
- 4.36 The three properties are proceeding separately through the assurance process. Proposals for Conditioning House gained outline business case approval by Investment Committee in September 2019.

## Description of Change Request

- 4.37 The original scheme included a significant heritage property identified as Property Two as part of the programme, however, the owners have concluded that redevelopment of this property for residential purposes is not practical or viable. Bradford Council have continued to work with the owners for alternative development options for this building.

- 4.38 As a result, Bradford Council wish to replace this option with an alternative suitable heritage property that will result in an increase in net housing outputs being delivered through the programme.
- 4.39 The replacement Property Two was subject to a previous development scheme which did not progress and requires investment intervention to progress to delivery. The interested developer is bringing forward an adjacent residential conversion which has received significant interest and sales.
- 4.40 Property Two and the third property will submit separate business cases for approval in time for spend prior to March 2021.

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

- 4.41 This scheme will redevelop three properties within Bradford City Centre to provide new apartments and commercial floorspace. Improvements to the buildings include wind/ water proofing. The Conditioning House scheme will adopt high quality sustainable design and encourage public transport use by its occupiers given its central city location. Further details on clean growth implications for the following two properties will be provided as the schemes progress through the assurance process.

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

- 4.42 The forecast outputs, benefits and inclusive growth implications for the programme are:
- Conditioning House is estimated to deliver 150 homes by March 2021
  - Replacement Property Two is estimated to deliver 150 homes by August 2022. This is an increase of 100 housing outputs from the original property which was to deliver 50.
  - Property Three is estimated to deliver 100 homes by March 2023
  - The scheme's value for money position is based on grant cost per housing unit which equates to £18,500. This is higher than the average across the Combined Authority's housing and regeneration programme (£13,907) and on that basis could be considered to provide low value for money. However, the scheme will deliver much needed housing.
  - A total of 4,366 square metres of floor space will be created which it is anticipated will trigger further investment in the city centre.

### **Risks**

- 4.43 The key risks for this scheme are:
- Programme delays during the funding agreement legal process. This will be mitigated by early preparations to engage in the legal process and ensuring the appropriate resources are available and in place.
  - Costs are higher than expected. This will be mitigated by the use of an experienced development partner and cost management systems in

place. Any unavoidable cost increases will be managed through exploring redesign options, scheme finance engineering or contingencies.

- Delays in undertaking the essential rehabilitation and delivery works. This will be mitigated by diligent efforts applied to the legal process by externally appointed specialist lawyers.
- Delays to business case submissions. The full business case with finalised costs for Property Two and Property Three must be approved by June 2020 in order for the Local Growth Fund monies to be spent by March 2021. If there are delays to the business case submissions, these elements will be removed from the programme. This will be mitigated by the Council committing appropriate resources to managing the business case preparations and submissions including, where necessary, external specialist advice and assistance from expert property consultants.

### Costs

4.44 The total scheme cost has increased by £1.69 million (previously £31.6 million) and is now estimated to be £33.29 million. This is due to details being refined for the programme and a variation of costs between the original Property Two and the replacement Property Two. The Combined Authority contribution for this scheme remains at £7.4 million.

4.45 The Combined Authority costs for the programme per building are:

- Conditioning House - £ 1.5 million
- Property Two - £3 million
- Property Three - £2.9 million

### Assurance Pathway and Approval Route for Property Two

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	09/01/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/04/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/06/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team	29/10/2021

	Decision: Combined Authority's Director of Delivery	
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2023

### Other Key Timescales

4.46 Key timeframes for this scheme include:

- Replacement Property Two outline business case approval April 2020
- Property Three outline business case approval April 2020
- Conditioning House full business case with finalised costs approval February 2020
- Replacement Property Two and Property Three full business case with finalised cost approval June 2020

### Assurance Tolerances

<b>Assurance tolerances</b>
That the Combined Authority costs remain within those outlined in this report.
That the timeframes outlined in this report remain within 3 months.
That the number of homes remain within 10% of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Shelagh O'Neil, Bradford Council
<b>Project Manager</b>	Simon Woodhurst, Bradford Council
<b>Combined Authority case officer</b>	Heather Briggs

### Appraisal Summary

- 4.47 The replacement of the original Property Two with an alternative heritage building does not affect the strategic elements of the programme and the scheme will still redevelop vacant heritage buildings within Bradford City Centre to provide a mix of new housing units and commercial floor space.
- 4.48 A developer who is already active in the city is keen to commit and progress with the delivery of the alternative Property Two, however before progress can be made, the charges on the title must be removed, which is not possible without Local Growth Funding.
- 4.49 The replacement of Property Two with a similar replacement heritage property is expected to increase the total number of housing outputs. There does



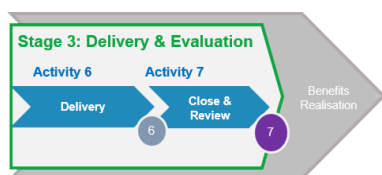
however remain a risk that the business case submissions for replacement Property Two and replacement Property Three will be delayed which will result in them being removed from the programme as the Local Growth Fund contributions are required to be spent by March 2021. If the business cases are not submitted within the timeframes outlined in this report, the programme will only proceed with Conditioning House which will result in 150 homes being provided.

### **Recommendations**

4.50 That Investment Committee approves that:

- (i) The change request to the Bradford City Centre Heritage Properties Development scheme to alter the scope and replace original Property Two with the alternative heritage property is approved.
- (ii) 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.

## Projects in Stage 3: Delivery and Evaluation



- 4.51 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.

<b>Project Title</b>	<b>York Scarborough Bridge (foot &amp; cycle bridge)</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	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**

- 4.52 This scheme will be funded through the Department for Transport’s Transforming Cities Fund (TCF). As part of the Government’s Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England’s largest cities. This scheme will be funded through Tranche 1 of the fund, which is focused on “small bids” of £10 million or less.
- 4.53 The original scheme was completed in August 2019 and has transformed sustainable access into the railway station and York Central development site. The scheme has delivered a new shared-use foot and cycle bridge spanning the River Ouse and replaced the substandard previous narrow footbridge which could only be accessed by steep narrow stairs.
- 4.54 The new crossing has provided a wider bridge incorporating ramped access to improve access for pedestrians, cyclist, pushchair and wheelchair users. The

bridge has a direct connection into York railway station which promotes use of sustainable travel.

### **Description of Change Request**

- 4.55 As a result of a successful Transforming Cities Bid made by the Combined Authority, there is now the opportunity to enhance the original scheme further by delivering complementary approaches to the bridge and its connectivity to adjacent walking and cycling routes.
- 4.56 The sub-projects are composed of the following improvements:
- Bootham Crossing - a proposed controlled crossing to provide a safer way for cyclists to cross the A19 Bootham.
  - Ramp from St Mary's to Marygate Lane - the optimum route to the station from Bootham encounters a significant change in level at the south-western end of St Mary's. The proposal is to provide a ramp over the existing steps by raising the level of the surrounding footway to reduce the ramps gradient. The current retaining wall at the top of the steps will be removed to increase visibility.
  - Floodgate - the current flood defences, consisting of a wall and 1.4 metre wide flood gate which is closed during high river levels, mean users have to cross the flood gate which involves a small step thereby pushchair and wheelchair users struggle from accessing this route and have to undertake a lengthy detour. The improvements proposed will widen the flood gate to remove the pinch point for users and remove the step from the design.
  - Improvements to Post Office Lane - the northern half of the lane was subject to improvements during delivery which involved the removal off all pre-existing fencing, installing new kerbs and landscaping adjacent to the embankment which has opened up and transformed the approach for users. It is proposed that similar work is undertaken on the southern half of the lane to improve visibility and make the area safer for lone travellers.

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

- 4.57 The scheme's clean growth implications include reduced greenhouse gas emissions through an increase in cyclists and footfall due to improved sustainable modes of transport access into the city centre.

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

- 4.58 The schemes outputs, benefits and inclusive growth implications are:
- Improved pedestrian and cycle user safety from the removal of fencing and opening existing pathways to improve sightlines and perception of personal safety.

- Enhanced journey quality improvements for station users accessing the station by walking and cycling.
- Increased economic activity within York city centre through improved travel options and access.
- Reduced greenhouse gas emissions through increased active mode travel (train and cycle). An increase of 65% of cycle users has been forecast along with this scheme.
- The benefit cost ratio (BCR) has been calculated at 3.04:1 which represents high value for money. The BCR is being re-calculated incorporating this change request.

### Risks

4.59 The scheme's key risks and proposed mitigation strategies are:

- Land ownership for the ramp and cycle path realignment. This will be mitigated through early engagement with the landowners.
- Risk of conflict with utilities for the new ramp and crossing. This will be mitigated through surveys to identify locations of apparatus.
- Interactions with the Bootham Hospital development. This will be mitigated by close working relationships with the developer to understand the aspirations for the site.

### Costs

4.60 The scheme costs were originally £4.407 million with a Combined Authority contribution of £1.935 million. Due to the successful Transforming Cities Fund bid, the scheme costs have increased by £300,000 with an increase of £280,000 of Combined Authority funds. The new total scheme cost is £4.707 million with a Combined Authority contribution of £2.215 million.

4.61 The sub-project costs are:

- Bootham Crossing- £135,000
- Ramp from St Mary's to Marygate Lane- £95,000
- Floodgate- £40,000
- Improvements to Post Office Lane- £30,000

### 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	09/01/2020

6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/10/2019

### Other Key Timescales

4.62 Key timeframes for this scheme include:

- Works will be entered into contract by March 2020
- Construction commences:
  - Bootham Crossing – August 2020
  - St Mary's to Marygate Lane – August 2020
  - Floodgate – February 2021
  - Post Office Lane – January 2020
- Construction complete:
  - Bootham Crossing – November 2020
  - St Mary's to Marygate Lane – December 2020
  - Floodgate – March 2021
  - Post Office Lane – March 2020

### Assurance Tolerances

<b>Assurance tolerances</b>
That the Combined Authority costs remain within those outlined in this report. That the timescales remain within 3 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Tony Clarke, City of York Council
<b>Project Manager</b>	Richard Holland, City of York Council
<b>Combined Authority case officer</b>	Heather Briggs

## **Appraisal Summary**

- 4.63 The sub-projects detailed in this report will enhance the connectivity around York City Centre. The scheme has a strong strategic fit with the Leeds City Region Strategic Economic Plan and Transforming Cities Fund objectives.
- 4.64 The sub-projects will maximise the use of the new Scarborough Bridge and improve the walking and cycling access to York rail station to increase and encourage the use of sustainable transport.

## **Recommendations**

- 4.65 That Investment Committee approves that:
- (i) The change request to the York Scarborough Bridge project to enhance the original scheme, increase the Combined Authority contribution by £280,000 and increase the timeframe to March 2021 is approved.
  - (ii) The Combined Authority enters into an addendum to the existing funding agreement with York Council for additional expenditure of up to £280,000 from the Transforming Cities Fund.
  - (iii) 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.

### **Decisions made through the delegation to the Managing Director**

4.66 Since Investment Committee's meeting in December, 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.

#### **4.67 Corporate Technology Programme – CRM improvements (package E01)**

4.68 The Corporate Technology Programme (CTP) is delivering the Corporate Technology Strategy which was approved by the Combined Authority in May 2018. Packages for the programme are progressing separately through the assurance process as long as they remain within tolerance. The package, which will be delivered by the Combined Authority's delivery partner, now requiring approval relates to a review of how data systems are used by the Combined Authority and partner organisations to explore and make recommendations in relation to a regional approach to a common data system. The Managing Director approved this decision point 5 approval on 8 November 2019, giving full approval to the EO1 work package value of £20,000 and work commences on activity 6 (delivery).

### **Decisions made through the delegation to the Director of Delivery**

4.69 Several decision point 7 closure reports have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery.

#### **Shipley College – Mill Building – Local Growth Fund**

4.70 The decision point 7 approval (Project Closure) related to the Shipley College – Mill Building and work continuing on benefits realisation. The scheme contributed to improving the quality of all student space in the Mill Building through refurbishment works. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 21 October 2019.

#### **Leeds Flood Alleviation Scheme Phase 1 – Local Growth Fund**

4.71 The decision point 7 approval (Project Closure) related to the first phase of the Leeds Flood Alleviation Scheme and work continuing on benefits realisation. This was the first phase of a scheme to defend Leeds city centre against a 1 in 75 year river flood event to a 1 in 100 year event through an uplift in the standard of flood defence protection for the city centre.

The FAS phase 1 is now complete and safeguarded 500 businesses and 23,102 jobs from the risk of flood. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 29 October 2019.

#### **York Central development work – Local Growth Fund**

- 4.72 The decision point 7 approval (Project Closure) related to the York Central development work scheme and work continuing on benefits realisation. The scheme contributed to the development of brownfield land in central York for housing and employment through site acquisition works and survey and design works. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 29 October 2019.

#### **Barnsley Town Centre (Glassworks) development work – Local Growth Fund**

- 4.73 The decision point 7 approval (Project Closure) related to the Barnsley Town Centre (Glassworks) scheme and work continuing on benefits realisation. The scheme has contributed to the creation of a new town centre in Barnsley through funding enabling demolition works. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 29 October 2019.

#### **Wakefield Civic development work – Local Growth Fund**

- 4.74 The decision point 7 approval (Project Closure) related to the Wakefield Civic scheme and work continuing on benefits realisation. The scheme contributed to the creation of a Civic Quarter in central Wakefield through selective demolition and site assembly works. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 29 October 2019.

#### **Bradford Odeon enabling works – Local Growth Fund**

- 4.75 The decision point 7 approval (Project Closure) related to the Bradford Odeon scheme and work continuing on benefits realisation. The scheme has contributed to the on-going transformation of the vacant Bradford Odeon building in Bradford City Centre into a 3,000 capacity world class live music/ performance venue through funding internal strip out and demolition works to enable the on-going regeneration of the building. The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation on 27 November 2019.

### **5 Financial implications**

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



## **6 Legal implications**

- 6.1 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.

## **7 Staffing implications**

- 7.1 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.

## **8 External consultees**

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

## **9 Recommendations**

### **Leeds Transport Model Update 2020**

- 9.1 That Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Transport Model Update 2020 project proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).
  - (ii) An indicative approval of £600,000 is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £1.2 million with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at Decision Point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **York Outer Ring Road Phase 3**

- 9.2 That Investment Committee approves:
- (i) The York Outer Ring Road Phase 3 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (ii) An indicative approval to phase 3 to the value of £2.174 million is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £7.174 million with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) An indicative approval to the YORR programme to the value of £38.378 million, an increase from £38.276 million, is given from the West Yorkshire plus Transport Fund towards a total programme cost of £44.216 million, an increase from £38.926 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Bradford City Centre Heritage Properties Development Scheme**

9.3 That Investment Committee approves that:

- (i) The change request to the Bradford City Centre Heritage Properties Development scheme to alter the scope and replace original Property Two with the alternative heritage property is approved.
- (ii) 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.

### **York Scarborough Bridge (foot & cycle bridge)**

9.4 That Investment Committee approves that:

- (i) The change request to the York Scarborough Bridge project to enhance the original scheme, increase the Combined Authority contribution by £280,000 and increase the timeframe to March 2021 is approved.
- (ii) The Combined Authority enters into an addendum to the existing funding agreement with York Council for additional expenditure of up to £280,000 from the Transforming Cities Fund.
- (iii) 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.

## **10 Background documents**

10.1 None as part of this report.

## **11 Appendices**

**Appendix 1 - Background**

**Appendix 2** – Business case summary Leeds Transport Model Update 2020

**Appendix 3** - Business case summary YORR Junctions Phase 3

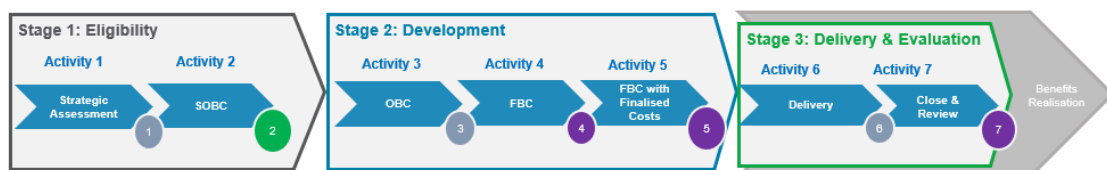
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**Appendix** 1 (Background to the report)

**Subject:** Capital Spending and Project Approvals

## 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:	Leeds Transport Model Update 2020
Location of Scheme:	Leeds
PMO Scheme Code:	WYTF-PA4-057
Lead Organisation:	Leeds City Council
Senior Responsible Officer:	Andrew Hall, Leeds Council
Lead Promoter Contact:	Tim Harvey, Leeds Council
Combined Authority Lead/ Programme Manager:	Lisa Childs
Case Officer:	David Powell, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire-plus Transport Fund (Transformation schemes pot)
Growth Fund Priority Area (if applicable):	Not applicable
Combined Authority approvals to date:	Not applicable
Forecasted Full Approval Date (Decision Point 5):	May 2020
Forecasted Completion Date (Decision Point 6):	August 2021
Total Scheme Cost for the preferred way forward (£):	£1,200,000
WYCA Funding (£):	£600,000 West Yorkshire-plus Transport Fund
Total other public sector investment (£):	£600,000 Leeds City Council Capital Programme
Total other private sector investment (£):	Not applicable
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No
A.1	Scheme Description
The project is to deliver a new, multi-modal transport model for Leeds which reflects Department for Transport (DfT) Transport Analysis Guidance (TAG) best practice guidance. The model will be used to	

develop and appraise transport schemes and additionally for assessing development options associated with the Local Plan. The Saturn model is required to be capable of assessing and forecasting:

- supply demand constraints, modal shift and peak spreading;
- public transport route, capacity, fare and frequency changes;
- highway and public transport (bus, rail, mass transit) schemes;
- change in the use of active modes
- Leeds city centre parking supply and cost changes (including a workplace parking levy);
- park and ride (bus, mass transit and rail);
- new developments;
- work with a variety of planning growth scenarios (NTEM and local growth).

## A.2 Business Case Summary

### Strategic Case

The project is to deliver a new, multi-modal transport model for Leeds which reflects DfT TAG best practice guidance. The model will be used to develop and appraise schemes included in Leeds' Transport Fund Programme, as well as bids for Government funding such as from the National Roads Fund, the Challenge Fund or further iterations of the Housing Infrastructure Fund. Additionally, it will be used for assessing development options associated with the Local Plan. The project supports the delivery of Leeds City Region Strategic Economic Plan strategic priority 4, although all the outputs are indirect, these being delivered through the schemes which benefit from using the model.

### Economic Case

This project will not deliver any direct outputs but will support the development and delivery of key transport schemes.

### Commercial Case

The project is needed as part of the usual cycle of updating existing Transport Models. Leeds Transport Model (LTM2) is to be updated to support development and appraisal of projects included within the West Yorkshire-plus Transport Fund and bids for Government funding. Leeds City Council has commenced a two-phase procurement process to appoint a preferred supplier through a competitive tendering exercise. Phase one will comprise data collection and, subject to funding approval, phase 2 will comprise the model build.

### Financial Case

The estimated project cost of £1.2 million is based on an estimate following the delivery of the original LTM and LTM2 models. It is proposed that the scheme is funded on a 50:50 match funded basis with Leeds City Council. £600,000 of LCC City Development capital programme funding has already been allocated.

### Management Case

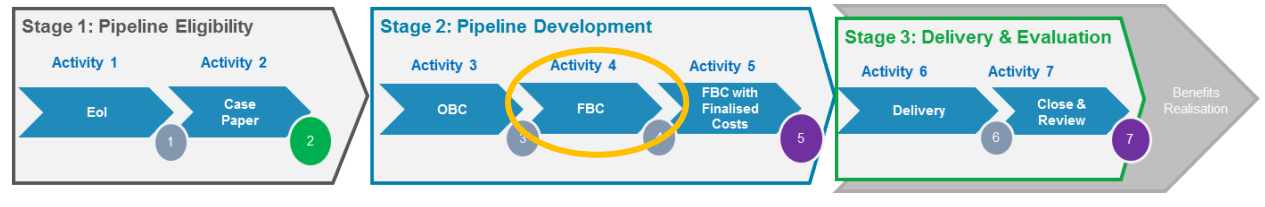
The project will have its own Project Board, which will include the Combined Authority's Modelling and Appraisal Manager. Leeds City Council will manage the contract with the preferred supplier. The preferred supplier will manage the project delivery using a PRINCE2 based methodology.



## Scheme Summary

<b>Name of Scheme:</b>	York Outer Ring Road Programme
<b>PMO Scheme Code:</b>	WYTF-PA4-046
<b>Lead Organisation:</b>	City of York Council
<b>Senior Responsible Officer:</b>	James Gilchrist, City of York Council
<b>Lead Promoter Contact:</b>	Gary Frost, City of York Council
<b>Case Officer:</b>	Thomas Murphy, Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	West Yorkshire-plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4
<b>Approvals to Date:</b>	Gateway 1 – November 2014 – Full Programme
<b>Forecasted Full Approval Date (Decision Point 5):</b>	March 2021
<b>Forecasted Completion Date (Decision Point 6):</b>	April 2023
<b>Total Scheme Cost (£):</b>	Total Programme - £44.216 million
<b>Combined Authority Funding (£):</b>	Total Programme - £38.378 million
<b>Total other public sector investment (£):</b>	£838,000 historic development costs (City of York Council) at programme level.
<b>Total other private sector investment (£):</b>	£5 million for developer contribution for Phase 3 - Clifton Gate.
<b>Is this a standalone Project?</b>	No
<b>Is this a Programme?</b>	Yes – York Outer Ring Road
<b>Is this Project part of an agreed Programme?</b>	Yes – York Outer Ring Road

**Current Assurance Process Activity:**



**Scheme Description:**

The York Outer Ring Road (A1237) provides a dual function, both as a local distributor for trips to and from the city and as a key part of the strategic route for East–West journeys between the coast and ports (Scarborough/Hull) and the more Northern areas of the Leeds City Region (Harrogate/Craven).

The proposal is to upgrade seven roundabouts on the York Outer Ring Road, between the Wetherby Road and Monks Cross junctions. The blueprint for improving the capacity at all the roundabouts is based on providing three lane entries on the Ring Road approaches and two lane exits. This will provide an increase in the junction capacity (these proposals are similar to those recently implemented at the A1237/A59 and A1237/A19).

Increasing capacity at the roundabouts will have the largest impact on reducing journey times. Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the Outer Ring road in the north of the city. This should also encourage traffic away from the city centre and onto the larger roads where traffic is more effectively managed.

As well as reducing delays, the improvements are necessary to accommodate predicted housing and employment growth projections in the New Local Plan. These improvements are also predicted to decrease the amount of traffic through the city centre, improving air quality and making public transport a more attractive form of travel.

**Business Case Summary:**

**Strategic Case**

At a programme level this scheme, along with the other City of York Council projects in the West Yorkshire-plus Transport Fund, will enable York to perform strongly in terms of the West Yorkshire & York combined regions by realising and delivering on economic growth.

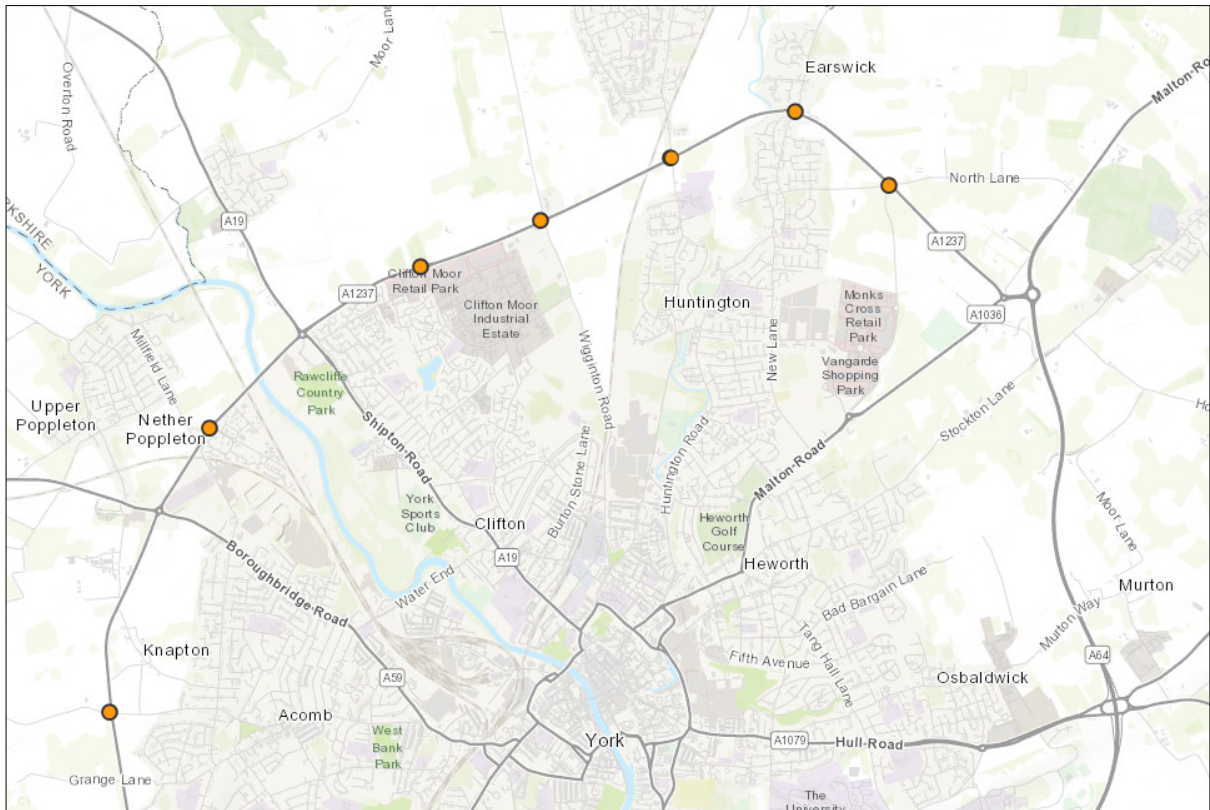
The emerging York Local Plan 2017 – 2033 (YLP) has improving the City of York’s economic attractiveness as one of its goals. Measures to support the achievement of this goal include proposals to enhance the city centre environment by improvements to traffic

	<p>flow within and around the city. Improving the performance of the outer ring road to the north of the city can encourage traffic out of the city centre and onto the strategic highways. The YLP recognises that without improvement, the current and forecast performance of the YORR is a barrier to investment in the growth set out in the plan.</p> <p>The scheme has also been developed to support other local, regional and national policies.</p>
<b>Commercial Case</b>	<p>The YORR programme scheme has been identified as necessary for support local, regional and national policies, by addressing the existing and forecast problems .</p> <p>The need to deliver the YORR scheme is supported by research, including that undertaken to develop the City of York Local Transport Plan and the emerging YLP. The research and stakeholder engagement undertaken as part developing the City of York Local Transport Plan and the emerging York Local Plan has identified the need for improvements to the YORR in support of local, regional and national policies and strategies.</p> <p>City of York Council will undertake a procurement exercises to appoint a contractor for each phase of the delivery.</p>
<b>Economic Case</b>	<p>The Economic Case has been developed to cover the whole York Outer Ring Road programme.</p> <p>At this stage the assessment only considers the journey time benefits and vehicle operating costs. It does not include accident assessment or the impact of construction maintenance. A number of the outputs from the programme analysis confirms the growth benefits that could be delivered and journey time savings that could be realised. Currently modelling is demonstrating that construction of the York Outer Ring Road scheme will result in a reduction in journey times of between 18% and 20% in the peak hours between the scheme's two extremities. This project addresses an existing traffic constraint on the A1237, allowing for better vehicle movements but without directly unlocking development land. Therefore the jobs created and housing growth potential following the delivery of the improvements to all seven roundabout junctions could be significant.</p> <p>The overall Programme BCR is 1:2.94, which represents very high value for money.</p>
<b>Financial Case</b>	<p>The Financial Case concentrates on the affordability of the proposal, its funding arrangements and technical accounting issues (value for money is scrutinised in the Economic Case). It presents the financial affordability of the preferred option and the impact of the proposed scheme on the West Yorkshire-plus Transport Fund</p>

	<p>budgets and accounts. It presents the expected whole life costs of the scheme from construction to a 60-year appraisal period from scheme opening.</p> <p>Total programme costs are estimated at £44.216 million and is made up from £38.378 million Combined Authority contribution, £838,000 City of York contribution and £5 million development funding/third party.</p>
<p><b>Management Case</b></p>	<p>The individual elements of the project are relatively simple highway widening schemes with no major delivery concerns. Most of the works can be delivered using existing local highway authority powers.</p> <p>Risks being managed include the scope of junction improvement requiring the need to extend railway or river bridges along the A1237. Required land being unattainable via negotiation requiring a Compulsory Purchase Order route. Funding required to deliver all seven roundabouts is not realised resulting in the overall benefits and GVA/£ outputs not being delivered.</p> <p>City of York Council has recent experience of delivering junction improvements in the area, while minimising the impact on road users. Two schemes on the York Outer Ring Road have already been successfully delivered by the Authority and phase one is on site. Valuable experience has been gained from these schemes in relation to consultation, land negotiations, planning, design, implementation and delivery. The lessons learnt from these delivered schemes have been used as starting point for developing the delivery strategy for this scheme.</p>

**Location map:**

The following location map shows the location of the junction improvements on the A1273.



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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**MINUTES OF THE MEETING OF THE  
BUSINESS INVESTMENT PANEL  
HELD ON TUESDAY, 3 DECEMBER 2019 IN COMMITTEE ROOM A -  
WELLINGTON HOUSE, LEEDS**

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**Present:**

Simon Wright (Deputy Chair)  
Councillor Jane Scullion  
Colin Glass OBE  
Jonathan King  
Gareth Yates

Yorkshire Bank  
Calderdale Council  
WGN  
Medusa Holdings Ltd  
Ward Hadaway

**In attendance:**

Councillor Peter McBride  
Simon Middleton  
Carl Wright  
Phil Cole  
Vincent McCabe  
Neill Fishman  
Lorna Holroyd  
Lauren Thomas  
Janette Woodcock

Kirklees Council  
City of York Council  
Clive Owen  
Leeds City Council  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority

**36. Apologies for absence**

In the absence of Councillor Judith Blake the meeting was chaired by Simon Wright.

Apologies for absence were received from Councillor Judith Blake, Councillor Shabir Pandor, Councillor Darren Byford, Councillor Alex Ross-Shaw, Councillor Graham Swift, Michael Allen and Marcus Mills.

**37. Declarations of disclosable pecuniary interests**

There were no items of disclosable pecuniary interests declared at the meeting.

**38. Exempt information - 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 Appendices 1 and 2 to Agenda item 5 and Appendices 1,2 and 3 to Agenda item 6 on the grounds that they are likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the business to be transacted or the nature of the proceeds, 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.

**39. Minutes of the meeting of the Business Investment Panel held on 7 November 2019**

That the minutes of the Business Investment Panel held on 7 November 2019 be approved and signed by the Chair.

**40. Strategic Inward Investment Fund update**

The Panel considered a report which outlined the current position regarding progress in committing grants through the Leeds City Enterprise Partnership (the LEP) Strategic Inward Investment Fund (SIF).

The Panel considered the new grant application outlined in paragraph 3.1 and detailed in exempt Appendices 1 and 2.

**Resolved:**

- (i) That the SIF Progress report be noted.
- (ii) That the grant application outlined in paragraph 3.1 and detailed in exempt Appendices 1 and 2 be recommended for approval.

**41. Business Growth Programme**

The Panel considered a report to outline the current position regarding progress in committing grants through the Leeds City Enterprise (the LEP) Business Growth Programme (BGP)

Panel members considered the applications outlined in 3.1 and detailed in exempted Appendices 1 and 2 and was asked to note the update on previously approved projects as outlined in 4.3 and attached at exempt Appendix 3.

**Resolved:**

- (i) That the progress report be noted.
- (ii) That the grant applications detailed in 3.1 and attached at exempt Appendices 1 and 2 be recommended for approval.



- (iii) That the update on previously approved projects as outlined in 5.1 and attached at exempt Appendix 3 be noted.

**42. Date of next meeting 5 February 2020**

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