

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON TUESDAY, 9 JUNE 2020
AS A REMOTE MEETING - TO BE LIVESTREAMED HERE:
[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE) (COPY AND PASTE INTO YOUR BROWSER)**

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 13 MAY**
(Pages 1 - 6)
- 5. CAPITAL PROGRAMME UPDATE**
(Pages 7 - 24)
- 6. CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 25 - 178)
- 7. COVID-19 ECONOMIC RECOVERY**
(Pages 179 - 180)

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, 13 MAY 2020 AT REMOTE MEETING - TO BE
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ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE) (COPY AND PASTE INTO YOUR BROWSER)**

Present:

Councillor Denise Jeffery (Chair)
Roger Marsh OBE DL (Deputy Chair)

Councillor Peter McBride
Councillor Alex Ross-Shaw
Councillor Jane Scullion
Councillor Andrew Waller
Councillor Darren Byford
Councillor Kim Groves

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

In attendance:

Melanie Corcoran
Angela Taylor
Fiona Limb
Kate Gifford
Robert Griffiths
Ben Kearns

West Yorkshire Combined Authority
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64. Apologies for Absence

There were no apologies for absence.

65. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared at the meeting.

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

There were no items requiring the exclusion of the press and public.

67. Minutes of the Meeting of the West Yorkshire and York Investment

Committee held on 5 March

Resolved: That the minutes from the meeting held on 5 March be approved.

68. Capital Programme Update

Members were provided with an update on projects since the implementation of lockdown and were informed that work was ongoing, and it was business as usual as far as the current situation allowed.

Members noted that spend for this financial year (2020/21) was likely be lower than originally expected and that BEIS and DfT had been contacted to seek their support in helping us respond to the challenges posed by COVID-19 with regards extending reporting deadlines and managing possible delays to the programme. While grant submissions would be more flexible but not minded to allow flexibility around programming. Members agreed that it was reasonable to press government for an extension of programming.

Members asked if the Combined Authority had received any communication regarding the allocation for 2020/21. No formal notification of this year's allocation had been received by there would be a conversation with BEIS shortly.

Resolved: That the progress made in implementing the Combined Authority the operational programmes included in the report be noted.

69. Transforming Cities Fund

Members considered a paper on the Transforming Cities Fund. The programme was made up of 22 packages of schemes across West Yorkshire and North Yorkshire. Members noted the governance and reporting arrangements for the programme and that individual schemes would come to the Investment Committee for approval.

There were several schemes in the 22 packages that had no funding identified in the low scenario and a range of others that have additional scope, cost and associated benefits identified in the Core and High funding scenarios. The West Yorkshire Authorities have an ambition to progress all WY projects in the Higher Scenario.

Members asked for more detail regarding the number of schemes in the high scenario and if the timescale for the high scenario would be in line with the low scenario as well as the gap in funding between the various scenarios.

Resolved:

- (i) That the Investment Committee notes this progress update in the context of TCF funded projects that are also being brought for consideration of Approval at this meeting and subsequent meetings.

- (ii) The Investment Committee recommends to the Combined Authority that:
- (a) £11.851m of TCF funding is approved to repay development costs incurred by partners and enable further development work on the projects within the programme as per Appendix A to enable progression to their next Decision Points of the Assurance Framework.
 - (b) Up to £3m TCF funding is approved, to re-pay spend incurred to date on early development work, previously approved from the Transport Fund Transformational Pot.
 - (c) The Combined Authority enters into Funding Agreements with partners for expenditure as detailed in Appendix A plus the spend incurred to date on early development work, previously approved from the Transport Fund Transformational Pot from the Transforming Cities Fund.
- (iii) The Investment Committee Recommends to the Combined Authority that:
- (a) The £4.930m TCF Programme Management allocation is approved to enable the Combined Authority to effectively undertake Programme Management functions for the lifetime of the TCF funded programme.
 - (b) The £1.00m TCF Benefits Realisation allocation is approved, to enable the Combined Authority to provide monitoring and evaluation of the overall programme in line with DfT expectations

70. 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:

- That in respect of Active & Sustainable Travel in Leeds City Centre (Bishopgate).
- East Leeds Demand Responsive Transport scheme.
- City Connect Phase 3: Castleford Greenway Phase 4.

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

- Transport Hubs & public Transport Access Schemes – Phase 1
- Connecting Innovation
- Leeds Integrated Station Masterplan
- Leeds City Region Enterprise Zone Programme – Langthwaite
- Bradford City Centre Heritage Properties (Conditioning House)
- Skills for Growth

Resolved:

- (i) That in respect of Active & Sustainable Travel in Leeds City Centre (Bishopgate) Investment Committee recommends to the Combined Authority:
 - (a) That the Active & Sustainable Travel in Leeds City Centre (Bishopgate) package of schemes proceeds through decision point 2 (strategic outline case) and work commences on bringing individual schemes through at activity 3 (outline business case).
 - (b) That an indicative approval to the total package value of £39.5 million of which £39.5 million is being funded from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (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 Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (ii) That in respect of the East Leeds Demand Responsive Transport scheme the Investment Committee recommends to the Combined Authority:
 - (a) That the East Leeds Demand Responsive Transport scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (b) That an indicative approval to the total project value of £2.234 million, is given with the Combined Authority's funding contribution of £1.466 million (Leeds Public Transport Investment Programme (LPTIP) – £763,000, Local Transport Plan – Integrated Transport Block Programme - £703,000) 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

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) The in respect of The City Connect Phase 3: Castleford Greenway Phase 4 project the Investment Committee recommends to the Combined Authority:
- (a) That the City Connect Phase 3: Castleford Greenway Phase 4 project 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 £371,686 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 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.

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Report to: West Yorkshire and York Investment Committee

Date: 9 June 2020

Subject: **Capital Programme 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 type="checkbox"/> Yes <input checked="" 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 To update the Committee on progress made on the implementation of the Combined Authority capital programme. The report summarises:
- The current impact of the Covid-19 pandemic on the implementation of the programme; and
 - The position as at the end of 2019/20, focussing on the performance of the two biggest programmes the Growth Deal and the Leeds Public Transport Investment Programme.

2 Information

Impact of Covid-19 pandemic on delivery of projects

- 2.1 This is an unprecedented time and the Combined Authority, and our staff, consultants, contractors and suppliers are all having to adapt to new ways of working. Currently the impact that this has had on our programmes and projects is mixed, but a more positive picture is emerging. There were four projects which had been halted on site, but works have now re-commenced at both the Mytholmroyd and Hebden Bridge Park and Ride sites.

- 2.2 The main impact is on projects that were due to start on site either in March 2020 or in the first quarter of 2020/21, all of these are currently being delayed by a minimum of three months. Projects in development are progressing but delays due to a variety of factors are already beginning to impact on the assurance process timetables.
- 2.3 We have set up a tracker which looks to record impacts to each programme and project to try and understand the impact of coronavirus, which the Combined Authority and partners are regularly updating. Issues include:
- Working from Home: The Combined Authority, partners and consultants have in the main closed their offices and the majority of staff are now working from home. Staff at the Combined Authority able to access our ICT systems fully and our broadband connection capacity has been increased to cope with the additional traffic of staff being at home and to date all is working well and efficiently and productivity has not suffered. There are some difficulties being reported from partners but none from consultants; this is being monitored.
 - Contractors and suppliers: To date the majority of works that are on site are continuing as normal. However:
 - Availability of materials is becoming an issue, including the closure of quarries. We have had a few reports of delays in the supply chain.
 - A number of projects are currently being tendered and there are reports of contractors not willing to tender in the current climate.
 - Consultation: Many projects are dependent upon consultation with the public. Although online methods are utilised it is common practice to hold public meetings to ensure transparency and equality. These cannot take place at present and therefore projects may be delayed until this consultation can take place.
 - Surveys: There are reports of these being delayed, which may in turn delay projects.
 - Resilience of partner infrastructure: e.g. some partners have been experiencing significant IT disruption across the board and operating a rota system in terms of access to emails and network files which is likely to cause delays to projects.
- 2.4 The effect on the level of expenditure on funding programmes for the financial year 2019/20 has been minimal. However, it is very likely that spend for this financial year (2020/21) will be lower than was originally expected. To that end, BEIS and DfT have been contacted to seek their support in helping us respond to the challenges posed by Covid-19 with regards extending reporting deadlines and managing possible delays to the programme. A holding response was received which stated that similar concerns had been raised by other LEP's and that a programme response is being considered. It also stated that work is being undertaken to consider the next steps for the Local Growth Fund 2021/22.

- 2.5 On a positive note, the Combined Authority and partners are exploring opportunities to bring forward specific works on site whilst traffic volumes are low.
- 2.6 The impact on other projects and programmes are considered later in this report.
- 2.7 The Combined Authority and partners are currently looking at how projects can aid the economic recovery once Covid-19 restrictions are eased.

Capital Programme

- 2.8 Table 1 below summarises total expenditure on the Combined Authority's capital programme in 2019/20 against the revised outturn forecast.

Table 1

Capital Programme	Revised Forecast 2019/20	Actual at Quarter 4 2019/20	%
Growth Deal (including West Yorkshire Transport Fund)	£105,430,000	£71,154,595	67.5%
Leeds Public Transport Investment Programme	£59,954,000	£33,984,446	56.7%
Local Transport Plan	£12,752,000	£15,416,780	120.9%
Highways Maintenance (including Pot Hole funding)	£30,989,000	£28,757,248	92.8%
Other Transport Funding	£11,241,000	£4,747,320	42.2%
Economic Development Miscellaneous	£1,615,000	£2,177,419	134.8%
Corporate Projects	£6,041,649	£2,135,986	35.4%
Total	£228,022,649	£158,373,794	69.5%

- 2.9 Capital programme expenditure for 2019/20 has achieved 69.5% of the revised forecast. The majority of underspend against forecast relates to the two main funding programmes: Growth Deal and the Leeds Public Transport Investment Programme (LPTIP), the reasons why programmes have not spent at forecast levels is set out below. It should be noted that none of the available grant funding will be lost in the transition from 2019/20 to 2020/21.

Growth Deal Programme

Independent Review of the Transport Fund 2019

- 2.10 Confirmation has been received from the Ministry of Housing, Communities and Local Government (MHCLG) that the Leeds City Region LEP passed the first Independent Review of the Transport Fund 2019 (also known as the Gateway review). Passing this review ensures that the 'gainshare' investment of £30 million per year for the Transport Fund will now be paid for the five years 2021/22 to 2025/26. The gainshare funding is subject to five year reviews with the next one due in 2024.

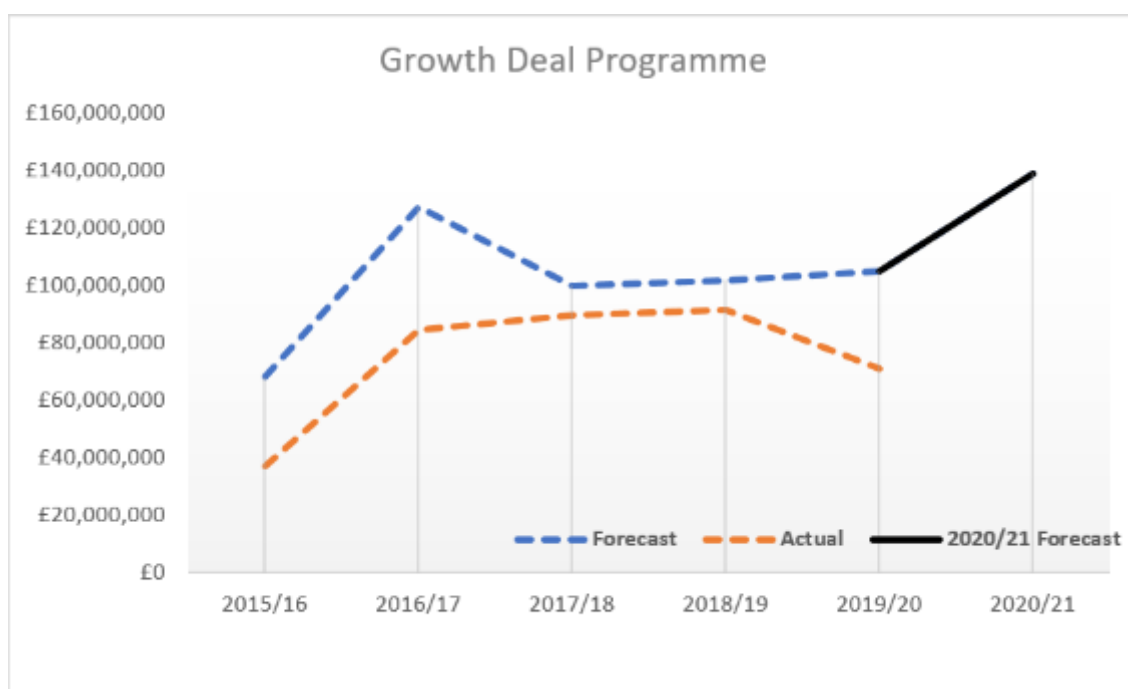
Programme Performance 2019/20

Expenditure

2.11 Growth Deal programme spend is reported to Government under two categories:

- **Expenditure** – This is the total Local Growth Fund (LGF) monies spent by project sponsors on their projects. In 2019/20 the expenditure on the programme totals £70.42 million.
- **Outturn** - The total LGF funds transferred to project sponsors by the Combined Authority (this specifically includes pre-payments to project sponsors where projects are in contract and / or eligible expenditure falls across two financial years). In 2019/20 outturn totals £71.15 million (as shown in Table 1 above). Outturn is demonstrated in the Growth Deal dashboard attached as **Appendix 1**.

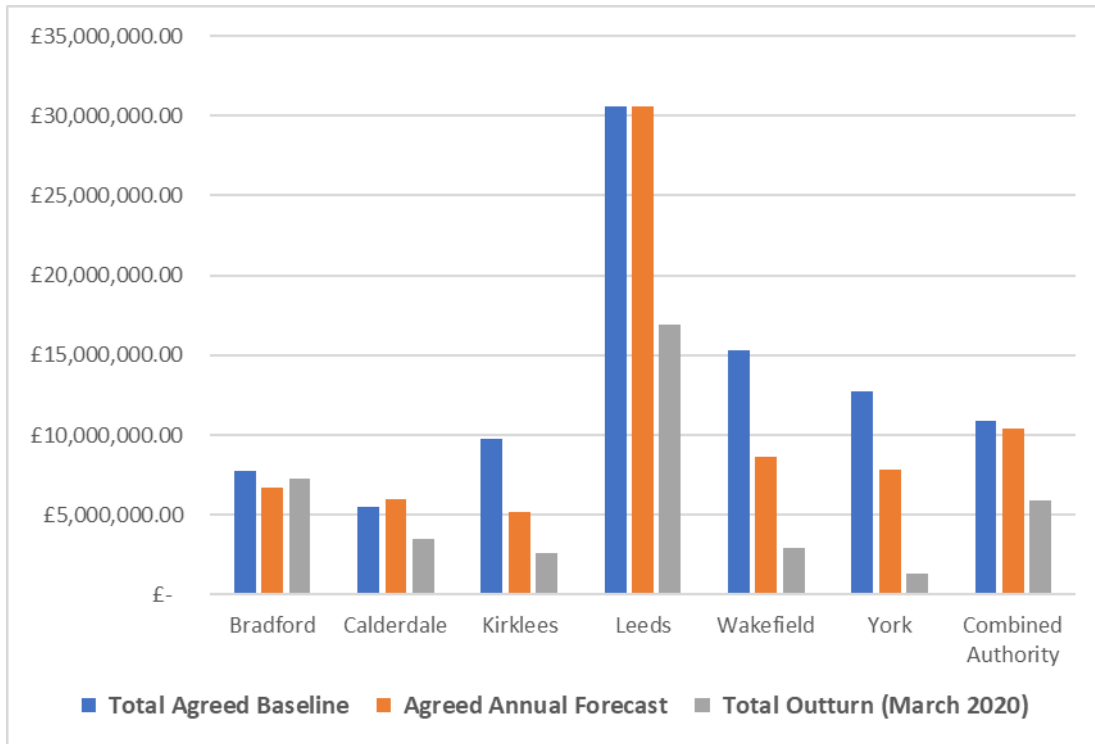
2.12 Both outturn and expenditure are lower than the forecast of £105 million estimated for 2019/20. The total underspend against forecast is £33.85 million the majority of this £25.9 million (76%) relates to the Transport Fund. The graph below sets out outturn performance against forecast over the five years of the programme and the spend that needs to be achieved in the final year.



West Yorkshire plus Transport Fund

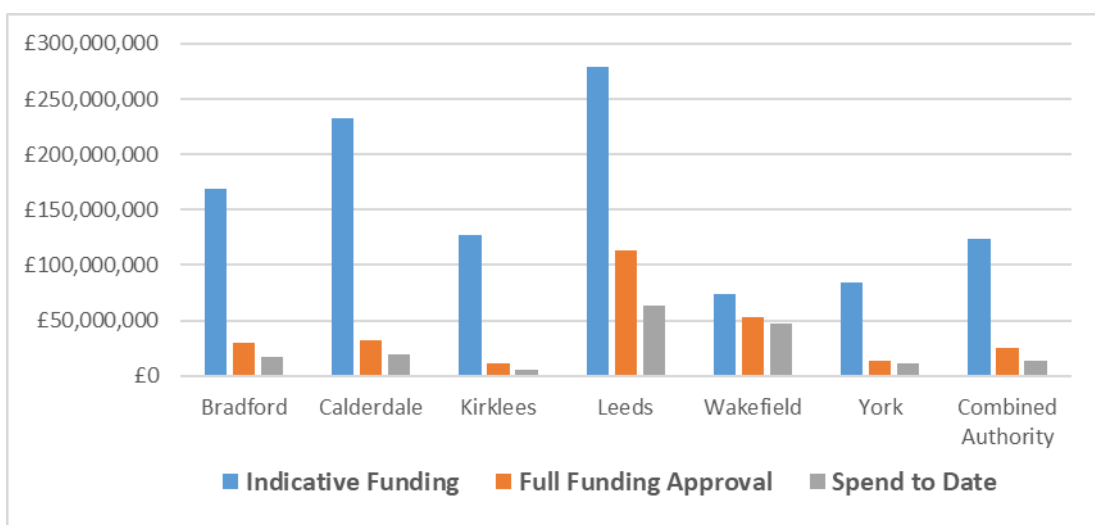
2.13 In each of the previous four years of the Growth Deal spend against the Transport Fund has increased each year but at a slow rate. In 2019/20 a significant escalation was required for the programme to achieve target spend. Whilst this has not occurred expenditure on the Transport Fund is higher than in 2018/19.

- 2.14 There are different reasons that individual projects have not achieved target spend, as detailed below. But a general issue that has been reported by partner councils is that resources have been diverted to work on bids for other funding (e.g. Transforming Cities Fund, Future Mobility Zones, Major Route Network, Housing Investment Fund, Streets for People etc.). Projects have also been delayed going forward whilst the results of these bids are awaited to allow available budgets to be finalised. The restrictions resulting from Covid-19 placed on the Combined Authority, partner councils and contractors have had some impact on overall delivery in 2019/20 mainly on projects that were due to start on site in March 2020 and are currently being delayed by a minimum of three months. Also, resources are being diverted to provide temporary cycling and walking routes.
- 2.15 Projects that have seen reductions against forecast include:
- **York Central Station Access and Gateway scheme** is dependent on Housing Investment Fund for which the announcement was substantially delayed and details have still not emerged to when the new funding will be available from MHCLG. Therefore, total spend on the scheme was approximately £2.5 million less than originally forecast for the year.
 - Following the announcement from the Department for Transport on funding for dualling of the **York Outer Ring Road**, discussions are ongoing about the responsibility for the assurance of the scheme and the requirement for a new strategic model, which would take approximately 18 months to develop, and planning permission for the full scheme. This has delayed any further development of individual junctions and led to an underspend against forecast of £2.5 million.
 - Delays to **Leeds Dawson's Corner** and the **A650 Tong Street** are linked to Major Route Network funding and the uncertainty around this.
 - Two Corridor Improvement Projects: **Leeds Dyneley Arms** and **Wakefield Newton Bar** were also slow to progress and led to underspend totalling £3.7 million.
- 2.16 Forecasting of spend, especially on the Transport Fund remains a problem that is detracting from the positive messages of the programme. For example, the **East Leeds Orbital Route** commenced on site in March 2020. This is the biggest project in the Transport Fund to date with a total grant of £90.33 million. The project spend was lower than forecast by £6 million, the main reasons for this were that full forecast for on site delivery was not available until the contractor was appointed.
- 2.17 Accurate forecasting is vital in managing the programme. This ongoing issue of overly optimistic forecasting is demonstrated in the graph below which shows the original total amounts forecast for spend in 2019/20 across all partners. The baseline figure for each partner was the amount that was originally forecast. This was revised in consultation with the Combined Authority to the Agreed Annual Forecast.



2.18 It should be noted that Bradford proved particular strong at providing accurate forecasting and have addressed the issues by undertaking detailed forecasting of spend on each project and then by applying a reduction of 20% on each forecast.

2.19 The above graph provides a snapshot of annual spend against forecast, this is not a measure of overall performance as some authorities performed better in terms of obtaining approvals and delivering spend against these. The graph below shows spend against indicative funding allocation and funding that has been formally approved:



Economic Development Projects

2.20 The underspend against forecast on these projects is circa £4 million which relates to three projects:

- **Business Support Projects** (Business Growth Programme, Access to Capital Grants) – a slow down during the middle of the year due to uncertainties around Brexit has led to an underspend of £1 million.
- **Institute for High Speed Rail** – Spend in 2019/20 was at forecast, but the detail of actual spend is currently still being determined, which has led to a reduction to £3.24 million.
- **Dewsbury Riverside** – The forecast of £1.7 million was subject to the approval of the HIF bid and this project going through the assurance process. The HIF bid was unsuccessful and further consideration of the scheme is ongoing. It is likely that a bid for a reduced amount of funding will come forward in 2020/21.
- **Enterprise Zones** – The forecast was an estimate subject to projects coming forward through the assurance process. Whilst projects have progressed well and three are currently on site the programme underspent against forecast by £1.7 million.

2.21 The Aire Valley Power Supply project (included within the Priority 4c Enterprise Zones) has now been formally withdrawn from the programme as additional electricity provision is no longer considered as a requirement for the site. A total of £4.37 million was included in 2018/19 outturn as a prepayment to Leeds City Council. This funding will now be returned and has been deducted from the outturn spend in 2019/20.

Final Year 2020/21

2.22 All underspend on the Growth Deal programme will be carried forward to be spent in the last year of the programme. A total of £155.78 million is required to be spent in 2020/21. This is a significant sum especially given the spend to date; 2019/20 was the highest spend to date at £92 million.

2.23 Notification has been received that payment of the 2020/21 allocation will be made in two tranches:

- The Leeds City Region was due to receive £100.34 million, the payment now expected in May will be the £30 million of 'gainshare' funding for the Transport Fund plus 2/3rds of the remaining funding, a total of circa £76.22 million
- With the remaining amount of £24.12 million subject to confirmation that spend can be achieved.
- The Cities and Local Growth Unit is currently developing templates that will need to be completed for each LEP area.

- A decision on the remaining payment will be subject to assessment of the completed templates, probably in September 2020.
- 2.24 An initial review of forecasts, whilst identifying some risk, appears positive. Please refer to Appendix 1 which forecasts spend of £141.07 million (£127.58 million + £13.49 million prepayments) in 2020/21. This will take total spend to £503.36 million. Although short of the £516.45 million target, if contractual commitments are acceptable, then the target can be met. This will be reported further at the next meeting once further information has been received from the Cities and Local Growth Unit.
- 2.25 Analysis is ongoing of risk relating to expenditure in order to feed into the Government review of the programme. The two key risks for the final year of the programme are:
- **Covid-19** – it is likely that this will lead to a slow-down across all projects with an unknown impact on some projects such as the business grant schemes where it is likely that businesses may curtail investment. Projects that may be affected include:
 - Business Growth Programme, Access to Capital Grants, Digital Investment Fund and Strategic Inward Investment Fund.
 - Institute for High Speed Rail – project now paused
 - **Approval of Expenditure** – until projects have achieved approval of full business case plus costs there is a risk that they may not spend as forecast. The following projects are due to commence on site in 2020/21, some of these, as shown, are yet to achieve approval of the full business case plus costs (127.FBC+):

Table 2

Project	Date of Funding Approval	2020/21 Forecast Spend
Harrogate Road / New Line Junction (contractual delays)	Approved	£2,950,506
Rail Parking Package - Hebden Bridge (S56 signed Nov 19, tenants being relocated)	Approved	£692,643
Rail Parking Package - Steeton and Silsden (S56 agreement approved 2019- delays re VAT issue)	Approved	£2,380,000
Rail Parking Package - Moorthorpe (S56 agreement delays)	Approved	£628,994
Rail Parking Package – Normanton (project delayed by covid)	Approved	£1,369,730
Flood Alleviation – Hebden Bridge	Approved	£1,900,000
Leeds City Centre Improvements – Meadow Lane	13/07/2020	£8,900,000
CityConnect Phase 3 Canals	14/01/2021	£0
CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	14/08/2020	£0
CityConnect Phase 3 Cooper Bridge	14/08/2020	£377,259
CityConnect Phase 3 Huddersfield Town Centre	14/12/2020	£1,016,347
CityConnect Phase 3 Leeds	14/08/2020	£0
Corridor Improvement Programme - Leeds - Dyneley Arms (CIP in total £3m 20/21)	14/08/2020	£1,550,000
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	15/12/2020	£2,000,000
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	15/10/2020	£3,940,846
Dewsbury Riverside	15/06/2020	£885,000
Wakefield SE Gateway – Kirkgate	15/09/2020	£1,600,000
Wakefield SE Gateway – Rutland Mill	14/08/2020	£3,500,000
Flood Alleviation – Brighouse and Clifton	15/03/2021	£1,500,000
	Total	£35,191,325

- Underspend of Projects in Development, Delivery and On-site –**
 there is also a risk that projects that have approved funding, either for delivery or development, will underspend. In 2019/20 the Transport Fund underspent against agreed baseline by over 50%. Table 3 below details the Transport Fund projects that are currently on site. Whilst there is risk of some slippage on these projects, the greater risk lies with projects not yet approved to spend and with projects in development where spend is less certain, especially when scarce resources are required elsewhere.

Table 3

Project	2020/21 Forecast Spend
A650 Hard Ings Road	£2,008,125
ELOR Construction (includes £11.80 million of prepayments made in 2019/20)	£38,762,371
Glasshoughton Southern Link Road (includes £1.25 million of prepayments made in 2018/19)	£3,179,994
Rail Parking Package - Mytholmroyd	£2,370,000
Rail Parking Package - Hebden Bridge	£692,643
Castleford Station Gateway	£1,769,786
West Yorkshire Integrated UTM (Phase A)	£2,760,428
Total	£51,543,347

Leeds Public Transport Investment Programme

- 2.26 Significant progress is being made on the schemes which are currently on site and being delivered as part of this programme. The delivery partners are very proactively and innovatively seeking opportunities to continue, and where possible, accelerate delivery while having strict regard to current rules for safe working. Highlights include:-
- **Elland Road Park and Ride** extension - is close to completion.
 - **Stourton Park and Ride** - bulk earthworks and drainage to new slip road completed, and ongoing on main site. Supply chain issues relating to Covid-19 are being managed by re-programming works and re-procuring supply where necessary.
 - **A61(south)** – early works at Thwaite Gate and Crown point road close to completion (some issues with supply chain and utilities are being addressed)
 - **Headrow Gateway** – Covid-19 related re-programming of works to allow paving to complete outside closed businesses. (reduce disruption when re-opened). Additional city fibre works now accommodated.
 - **Infirmity Street Gateway** – City Square East works almost complete, Park Row works commenced mid-May. Positive engagement with public during social distancing measures.
 - Early interventions - Gloucester Terrace & Moortown corner surfacing works have been completed
 - The BAM Group team (delivery partner) won award for enhancing lives through work with Mencap and supporting employment within the LPTIP programme.
- 2.27 Fortnightly update meetings directly with DfT are being held to ensure any cost or programme implications on areas of risk due to Covid-19 are being monitored and reported as necessary.
- 2.28 The programme has underspent based on the revised forecast; however, Leeds City Council continues to spend at risk against some projects so total spend is actually £42.63 million in 2019/20 (WYCA £33.98 plus £8.64 million spent at risk by Leeds). Total spend to date is £56 million, which leaves £117.5m to be spent in 2020/21.
- 2.29 But, unlike Growth Deal, LPTIP can spend in 2021/22 as long as schemes are contractually committed. Therefore, spend in 2020/21 is estimated at £79.5 million and £38 million in 2021/22. Expenditure and forecast are detailed in the attached **Appendix 2** (note this includes a level of over-programming).
- 2.30 Notification has been received that payment of the 2020/21 allocation will be made in two tranches:

- The Leeds City Region was due to receive £88.76 million, the payment now expected in July will be 50% of that - £44.38 million.
- With the remaining amount of £44.38 million subject to confirmation that spend can be achieved.
- DfT is currently determining how this review will be undertaken.
- A decision on the remaining payment will be subject to the review, probably in October 2020.

2.31 Continued focus in 2020/21 will be on ensuring that all projects are approved through the assurance process and that contracts for delivery are in place.

3 Financial implications

3.1 Financial implications are included within the body of the report.

4 Legal implications

4.1 There are no legal implications directly arising from this report.

5 Staffing implications

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

6 External consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 It is recommended that the Investment Committee notes the progress made in implementing the Combined Authority Capital Programmes.

8 Background documents

8.1 None.

9 Appendices

Appendix 1 – Growth Deal Dashboard 2019/20

Appendix 2 – Leeds Public Transport Investment Programme Dashboard 2019/20

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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG	Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	2020/21 Forecast	Total to 2020/21
Priority 0	Growth Deal Programme Delivery Costs				Green	5,443,247	2,000,000	2,404,318	2,500,000	10,348
Priority 0 Total						5,443,247	2,000,000	2,404,318	2,500,000	10,347,565
Priority 1 - Growing Business	Access to Capital Grants Programme	15,700,000	15,700,000	15,700,000	Green/Amber	10,786,402	2,341,322	2,132,177	2,126,705	15,045,284
	Business Expansion Fund - Digital Inward Investment Fund	1,000,000	2,500,000	2,500,000	Amber	55,230	457,886	304,722	1,340,048	1,700,000
	Business Expansion Fund - Strategic Inward Investment Fund	12,450,000	10,950,000	10,950,000	Red	1,558,693	800,000	742,187	2,057,813	4,358,693
	Business Growth Programme	27,000,000	37,000,000	37,000,000	Green/Amber	21,019,623	4,910,993	4,136,251	5,844,125	31,000,000
	Huddersfield Incubation and Innovation Programme	2,922,000	2,922,000	2,922,000	Green	2,922,000				2,922,000
	Institute for High Speed Rail and System Integration		13,047,000	9,252,000	Green/Amber		4,300,000	3,243,235		3,243,235
	Leeds University Innovation Centre	3,000,000	3,000,000	3,000,000	Green	3,000,000				3,000,000
Priority 1 - Growing Business Total		62,072,000	85,119,000	81,324,000		39,341,949	12,810,201	10,558,572	11,368,692	61,269,212
Priority 2 - Skilled People and Better Jobs	Bradford College	250,000	250,000	250,000	Green	250,000				250,000
	Calderdale College	4,977,000	4,977,000	4,977,000	Green	4,977,000				4,977,000
	Kirklees College - Dewsbury Learning Quarter	11,120,000	11,121,218	11,971,218	Amber	9,796,584	657,524	657,361	667,273	11,121,218
	Kirklees College - Process Manufacturing Centre	3,100,000	3,100,996	3,100,996	Green	3,100,997				3,100,997
	Leeds City College - Printworks	9,000,000	8,998,358	8,998,358	Green	8,998,358				8,998,358
	Leeds City College - Quarry Hill	33,400,000	39,900,000	39,900,000	Green/Amber	39,842,925	57,075	57,075		39,900,000
	Leeds College of Building	11,900,000	13,350,000	13,350,000	Green/Amber	13,350,760		-760		13,350,000
	Selby College	690,000	693,748	693,748	Green	693,748				693,748
	Shipley College - Mill	120,000	119,000	119,000	Green	119,000				119,000
	Shipley College - Salt Building	300,000	300,000	300,000	Green	300,000				300,000
	Wakefield College	3,300,000	3,327,133	3,327,133	Green	3,327,133				3,327,133
Priority 2 - Skilled People and Better Jobs Total		78,157,000	86,137,453	86,987,453		84,756,504	714,599	713,676	667,273	86,137,454
Priority 3 - Clean Energy and Economic Resilience	Energy Accelerator	1,200,000	820,000	820,000	Amber	218,258	196,202	195,348	406,394	820,000
	Leeds District Heat Network	4,000,000	4,000,000	4,000,000	Green	4,000,000				4,000,000
	Resource Efficiency Fund	600,000	720,000	720,000	Green	611,918	103,903	108,082		720,000
	Resource Efficiency Fund 2	560,000	616,552	616,552	Green/Amber				616,552	616,552
	Tackling Fuel Poverty		6,000,000	5,669,406	Green	5,668,225	1,616	1,616	616,552	5,669,840
Priority 3 - Clean Energy and Economic Resilience Total		6,360,000	12,156,552	11,825,958		10,498,400	301,721	305,046	1,022,946	11,826,392
Priority 4a - Housing and Regeneration	Barnsley Town Centre	1,760,000	1,757,000	1,757,000	Green/Amber	1,757,000				1,757,000
	Bradford - One City Park	5,200,000	5,200,000	5,200,000	Red	400,000				400,000
	Bradford Odeon	330,000	357,500	357,500	Green/Amber	280,403	77,097	77,097		357,500
	City Centre Heritage Properties - Bradford		7,400,000	1,500,000	Amber		300,000	400,000	1,100,000	1,500,000
	Dewsbury Riverside		4,612,000		Amber		1,700,000		885,000	885,000
	East Leeds Housing Growth - Brownfield Sites	1,100,000	1,100,000	1,100,000	Green	1,100,000				1,100,000
	East Leeds Housing Growth - Red Hall	4,000,000	4,000,000	4,000,000	Green/Amber	4,000,000				4,000,000
	Halifax - Beech Hill	1,000,000	2,197,000	1,400,000	Green/Amber	1,180,871	219,129	219,129		1,400,000
	Halifax Living Programme (Phase 1)	764,000	830,000		Amber/Red					
	Halifax Town Centre (Northgate House)	1,300,000	3,000,000	3,000,000	Green/Amber	1,358,159	1,641,841	1,641,841		3,000,000
	Kirklees Housing Sites	1,000,000	1,000,000	1,000,000	Amber	604,000	96,000	-95,000		509,000
	Leeds - Bath Road	580,000	575,000	575,000	Green/Amber	575,000				575,000
	New Bolton Woods	3,600,000	3,960,000	3,960,000	Green/Amber	3,600,000			360,000	3,960,000
	Wakefield Civic Quarter	1,100,000	1,100,000	1,055,687	Green	1,055,687	44,313			1,055,687
	Wakefield South East Gateway - Kirkgate				Amber				1,600,000	1,600,000
	Wakefield South East Gateway - Rutland Mill		2,890,000		Amber				3,500,000	3,500,000
	York Central	1,700,000	2,550,000	2,550,000	Green/Amber	2,550,000				2,550,000
	York Guildhall	2,350,000	2,347,500	2,347,500	Green/Amber	1,800,960	546,540	546,540		2,347,500
Priority 4a - Housing and Regeneration Total		25,784,000	44,876,000	29,802,687		20,262,080	4,624,920	2,789,607	7,445,000	30,496,687
Priority 4b - West Yorkshire + Transport Fund	A6110 Leeds Outer Ring Road	17,800,000	11,990,000	286,000	Amber	30,195	116,000	174,895	280,000	485,090
	A62 - A644 (Wakefield Road) Link Road	69,270,000	69,300,000	965,000	Amber/Red	733,304	476,308	230,021	647,307	1,610,632
	A62 - A644 (Wakefield Road) Link Road (Combined Authority)					44,454		-44,454		
	A629 (Phase 1A) - Jubilee Road to Free School Lane	8,160,000	8,639,999	8,639,999	Green	8,639,999				8,639,999
	A629 (Phase 1A) - Jubilee Road to Free School Lane (Combined Authority)					36				36
	A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	18,900,000	27,840,000	5,670,394	Green/Amber	2,111,363	2,000,000	380,812	2,870,000	5,362,174
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements	40,930,000	50,583,585	3,246,585	Amber	2,615,000	337,987	431,119	789,275	3,835,394
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements (Combined Authority)					125,970				125,970
	A629 (Phase 2) - Halifax Bus Station		566,415	566,415	Green/Amber		65,218	309,879	256,536	566,415
	A629 (Phase 4) - Ainley Top	30,000,000	25,920,000	7,085,000	Green/Amber	556,094	500,000	158,315	580,000	1,294,409

2019/20 Q4 Growth Deal Financial Dashboard (to 31/03/2020)
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Target	105,434,327	71,154,595	Actual 2019/20
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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG	Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	2020/21 Forecast	Total to 2020/21
20	A629 (Phase 4) - Ainley Top (Combined Authority)									
	A629 (Phase 5) - Ainley Top into Huddersfield	12,087,608	12,090,000	4,418,295	Green/Amber	1,168,168	2,281,683	692,029	523,798	2,383,995
	A629 (Phase 5) - Ainley Top into Huddersfield (Combined Authority)									
	A641 Bradford - Huddersfield Corridor	75,550,000	75,540,000	794,000	Green	270,390	643,526	371,732	734,792	1,376,914
	A65 - Leeds Bradford International Airport Link Road	35,690,000	75,000,000	1,785,000	Amber	1,391,176	460,000	297,807	180,000	1,868,983
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	10,250,000	9,334,000	9,334,000	Green/Amber	3,610,365	2,890,706	2,793,993	2,008,125	8,412,483
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only (Combined Authority)									
	A650 Tong Street	7,070,000	20,000,000	185,000	Green/Amber	248,667	30,400	25,338		274,005
	A650 Tong Street (Combined Authority)					-63,667		-25,338		-89,005
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	28,830,000	8,640,000	9,597,000	Green	8,635,208	25,000			8,635,208
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)									
	Bradford Forster Square Station Gateway	17,030,000	17,320,000	3,671,314	Green	339,884		1,481		341,365
	Bradford Forster Square Station Gateway (Combined Authority)					360,470	216,000	96,894	534,609	991,973
	Bradford Interchange Station Gateway (Phase 1)	10,880,000	5,650,000	293,000	Green	57,174		-29,797		27,377
	Bradford Interchange Station Gateway (Phase 1) (Combined Authority)					197,215	81,600	64,427	177,173	438,815
	Bradford to Shipley Corridor	47,900,000	47,900,000	3,979,000	Green	13,836				13,836
	Calder Valley Line - Elland Station		2,638,197	700,153	Green	1,260,980	448,000	892,239	222,665	2,375,884
	Calder Valley Line - Elland Station (Combined Authority)		18,310,000	1,434,595		109,719	350,000	141,654	300,000	551,373
	Castleford Growth Corridor Scheme	37,520,000	6,870,000	1,839,000	Green/Amber	348,303	532,924	75,268	2,257,162	2,680,733
	Castleford Station Gateway	4,500,000	2,836,000	2,836,000	Green/Amber	170,954	1,110,587	70,781	1,000,000	1,241,735
	CityConnect Phase 3 Canals				Green/Amber	256,955	2,074,913	532,180	1,769,786	2,558,920
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4				Green/Amber					
	CityConnect Phase 3 Cooper Bridge		1,862,000	350,000	Green/Amber			15,000		15,000
	CityConnect Phase 3 Huddersfield Town Centre				Green/Amber			65,941	377,259	443,200
	CityConnect Phase 3 Huddersfield Town Centre (Combined Authority)				Green/Amber			141,507	1,016,347	1,157,854
	CityConnect Phase 3 Leeds		6,504,000	100,000	Green/Amber			-76,507		
	CityConnect Phase 3 West Yorkshire Combined Authority		3,684,000	695,000	Green/Amber			54,646		54,646
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	2,500,000	235,300	180,000	Green/Amber	208	774,314	205,708	20,000	225,916
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12) (Combined Authority)					235,300				235,300
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	3,150,000	4,210,000	809,007	Green	-121,090				-121,090
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15) (Combined Authority)					273,457	180,000	438,002	190,000	901,459
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	8,500,000	9,660,000	946,670	Green/Amber	-19,951				-19,951
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10) (Combined Authority)					293,169	102,400	653,501	400,000	1,346,670
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	6,020,000	5,800,000	941,665	Green/Amber	2,506				2,506
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor (Combined Authority)					206,760	450,000	583,196	1,000,000	1,789,956
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	5,090,000	4,950,000	789,581	Green/Amber	7,554		-327		7,227
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor (Combined Authority)					145,967	414,000	536,555	1,000,000	1,682,522
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor	7,500,000	7,500,000	855,000	Green/Amber	7,523		-296		7,227
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor (Combined Authority)					405,713	461,924	552,712	2,000,000	2,958,425
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	4,900,000	4,900,000	250,000	Green	44,620		-148,045	103,425	
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre (Combined Authority)					146,741	308,147	103,259	340,000	590,000	
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	8,200,000	8,200,000	2,234,000	Amber						
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors (Combined Authority)					275,000	859,000	258,154	3,940,846	4,474,000	
Corridor Improvement Programme - Leeds - Dawsons Corner	15,000,000	14,480,000	2,607,000	Amber/Red						
Corridor Improvement Programme - Leeds - Dyneley Arms	8,000,000	2,480,000	775,000	Amber	522,814	2,771,728	340,477	4,359,487	5,222,778	
Corridor Improvement Programme - Leeds - Dyneley Arms (Combined Authority)					269,214	1,737,000	176,678	1,550,000	1,995,892	
Corridor Improvement Programme - Leeds - Fink Hill	950,000	3,980,000	519,000	Amber	26,454				26,454	
Corridor Improvement Programme - Wakefield - A650 Newton Bar	4,230,000	11,310,000	204,800	Amber	122,542	729,471	249,865	2,540,000	2,912,407	
Corridor Improvement Programme - Wakefield - A650 Newton Bar (Combined Authority)					141,669	2,299,267	186,095	2,167,606	2,495,370	
Corridor Improvement Programme - Wakefield - Owl Lane	2,560,000	54,062	75,000	Green			-122,964		-122,964	
Corridor Improvement Programme - Wakefield - Owl Lane (Combined Authority)					53,505	558	558		54,062	

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG	Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	2020/21 Forecast	Total to 2020/21
21	Corridor Improvement Programme (Phase 1)		8,200	408,000	Green	8,200	100,000			8,200
	Corridor Improvement Programme (Phase 2)		650,000	650,000	Green			280,564	369,436	650,000
	Corridor Improvement Programme (Phase 3)		46,582,437		Green					
	Glasshoughton Southern Link Road	7,090,000	5,968,000	5,968,000	Green/Amber	807,345	4,884,925	3,236,657	1,923,997	5,967,999
	Glasshoughton Southern Link Road (Combined Authority)					4,492,578		-3,236,658	-1,255,920	1
	Halifax Station Gateway	10,600,000	10,600,000	1,355,000	Amber	563,529	500,000	673,364	649,106	1,886,000
	Halifax Station Gateway (Combined Authority)					1,917				1,917
	Harrogate Road - New Line	4,920,000	7,665,000	7,665,000	Amber	2,795,772	2,439,000	1,899,672	2,950,506	7,645,950
	Harrogate Road - New Line (Combined Authority)					3,717				3,717
	Huddersfield Station Gateway (Phase 1)		5,500,000	115,000	Green/Amber	10,000	170,000	105,000	240,000	355,000
	Huddersfield Station Gateway (Phase 1) (Combined Authority)					599				599
	Huddersfield Station Gateway (Phase 2)		5,000,000	22,385	Amber	22,385		11,829	8,000	42,214
	Huddersfield Station Gateway (Phase 2) (Combined Authority)					30,245		-11,829		18,416
	Leeds City Centre Network and Interchange Package	36,500,000	66,800,000	3,774,000	Amber	1,678,029	3,523,500	941,229	8,900,000	11,519,258
	Leeds City Centre Network and Interchange Package - Armley Gyratory									
	Leeds ELOR and North Leeds Outer Ring Road	73,260,000	90,330,000	90,330,000	Amber	22,829,700	21,236,983	14,662,703	26,970,000	64,462,403
	Leeds ELOR and North Leeds Outer Ring Road (Combined Authority)					845		10,960,311	-11,792,371	-831,215
	Leeds Inland Port		3,170,000		Amber/Red		1,077,000			
	Leeds Station Gateway - Leeds Integrated Station Masterplan	400,000	400,000	400,000	Green	311,900	24,089	26,792	61,308	400,000
	Leeds Station Gateway - New Station Street	1,590,000	2,120,000	2,120,000	Green/Amber	721,948	1,394,598	1,196,736	19,000	1,937,685
	M62 Junction 24A	18,510,000	59,846	59,846	Green	44,346		8,333		52,679
	Mirfield to Dewsbury to Leeds (M2D2L)	12,510,000	12,500,000	535,000	Amber	210,000	425,000	96,131	1,850,000	2,156,131
	Mirfield to Dewsbury to Leeds (M2D2L) (Combined Authority)					9,588				9,588
	Parking Extensions at Rail Stations (PEARS)			138,000	Green	137,997				137,997
	Rail Parking Package - Apperley Bridge	1,200,000	1,200,000	113,100	Green/Amber		423,100		113,100	113,100
	Rail Parking Package - Ben Rhydding	2,100,537	2,080,000	150,000	Amber				150,000	150,000
	Rail Parking Package - Fitzwilliam	700,000	492,499	492,499	Green	492,498		1		492,499
	Rail Parking Package - Fitzwilliam (Combined Authority)									
	Rail Parking Package - Garforth	830,000	1,129,278	1,129,278	Green	43,981	780,000	933,477		977,458
	Rail Parking Package - Guiseley	7,000,000	6,970,000	143,000	Amber/Red		113,000		143,000	143,000
	Rail Parking Package - Hebden Bridge	650,000	884,445	884,445	Amber	18,400	522,045	173,402	692,643	884,445
	Rail Parking Package - Mirfield A	310,000	220,059	220,059	Green	170,000		50,059		220,059
	Rail Parking Package - Moorthorpe	1,100,000	778,551	778,551	Green/Amber	18,105	250,000	106,952	628,994	754,051
	Rail Parking Package - Mytholmroyd	3,640,000	3,952,000	3,952,000	Green/Amber		1,508,333	1,057,846	2,370,000	3,427,846
	Rail Parking Package - Normanton	1,440,000	1,440,000	288,439	Amber				1,369,730	1,369,730
	Rail Parking Package - Outwood	1,100,000	1,540,000	210,000	Amber	50,822	391,605	25,481	549,852	626,155
	Rail Parking Package - Outwood (Combined Authority)					-41,927		41,927		
	Rail Parking Package - Shipley	2,550,000	2,550,000		Amber/Red				300,000	300,000
	Rail Parking Package - South Elmsall	610,000	604,604	604,604	Green	604,604				604,604
	Rail Parking Package - Steeton and Silsden	2,530,000	3,880,000	3,879,000	Amber/Red		230,000		2,380,000	2,380,000
	Rail Parking Package (Phase 1)		2,922,563	1,701,000	Green	1,208,657	568,779	101,903	270,194	1,580,754
	Rail Parking Package (Phase 2)		23,330,000	2,016,000	Amber/Red	33,079	2,010,000	84,955	177,500	295,534
	South East Bradford Access Road	46,310,000	46,300,000	1,304,000	Green/Amber	143,740	120,653	60,137	258,123	462,000
	South East Bradford Access Road (Combined Authority)					-83,756		88,131		4,375
	Thorpe Park Station	10,060,000	10,050,000	500,000	Amber/Red	287,162		3,187		290,350
	Transformational - A6120 Leeds Northern Outer Ring Road Improvements		392,500	392,500	Green/Amber			202,528	189,972	392,500
	Transformational - Bradford Interchange Station Gateway (Phase 2)		512,000	512,000	Green	24,155	159,438	47,801	21,136	93,092
	Transformational - Bradford Interchange Station Gateway (Phase 2) (Combined Authority)					8,120		-8,120		
	Transformational – Bradford Transport Model									
	Transformational - Kirklees Transport Model	167,000	167,000	167,000	Green/Amber			133,050	33,950	167,000
	Transformational - LCR Inclusive Growth Corridor Plans		7,030,000	2,395,000	Amber	579,815		628,476	800,000	2,008,291
	Transformational - Leeds Transport Model		600,000							
	Transformational - NE Calderdale Transformational Programme Study		400,000	400,000	Amber	173,800	194,536	85,015	141,185	400,000
	Transformational - North Kirklees Orbital Route Feasibility Study		248,000	248,000	Amber	130,912	45,500	71,131	45,957	248,000
	Transformational - North Kirklees Orbital Route Feasibility Study (Combined Authority)					9,588				9,588
	Transformational - South Featherstone Link Road Feasibility Study	284,000	284,000	284,000	Green/Amber	131,178	46,152	71,881	80,941	284,000
	Transformational - South Featherstone Link Road Feasibility Study (Combined Authority)					22,770				22,770

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG	Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	2020/21 Forecast	Total to 2020/21
Priority 4b - West Yorkshire + Transport Fund	Transformational - York Northern Outer Ring Road Dualing Feasibility Study	300,000	295,000	295,000	Green	270,958		24,042		295,000
	Transforming Cities Fund Development Funding		3,000,000	3,000,000	Green/Amber			1,263,274		1,263,274
	Wakefield City Centre Package (Phase 1) - Kirkgate	5,400,000	5,556,000	5,556,000	Green	5,525,786		30,214		5,556,000
	Wakefield City Centre Package (Phase 1) - Kirkgate (Combined Authority)									
	Wakefield City Centre Package (Phase 2) - Ings Road	3,360,000	4,530,000	270,000	Amber	64,653	287,000	62,968	603,192	730,812
	Wakefield City Centre Package (Phase 2) - Ings Road (Combined Authority)					2,942				2,942
	Wakefield Eastern Relief Road	29,400,000	37,593,000	37,593,000	Green	35,907,402		480,481	11,500	36,399,383
	Wakefield Eastern Relief Road (Combined Authority)									
	West Yorkshire Integrated UTMCI	7,260,000	450,000	450,000	Amber	276,823	173,177	51,417	87,488	415,728
	West Yorkshire Integrated UTMCI (Combined Authority)									
	West Yorkshire Integrated UTMCI (Phase A) - Bradford		632,157	632,157	Green			340,029	292,128	632,157
	West Yorkshire Integrated UTMCI (Phase A) - Calderdale		351,424	351,424	Green/Amber				267,557	267,557
	West Yorkshire Integrated UTMCI (Phase A) - Kirklees		586,954	586,954	Green	23,235		181,386	382,333	586,954
	West Yorkshire Integrated UTMCI (Phase A) - Leeds		1,513,539	1,513,539	Green/Amber			66,104	1,147,491	1,213,595
	West Yorkshire Integrated UTMCI (Phase A) - Wakefield		759,804	759,804	Green			75,000	670,919	745,919
	West Yorkshire Integrated UTMCI (Phase B)		1,225,000	1,225,000	Green/Amber			131,000	1,094,000	1,225,000
	West Yorkshire Integrated UTMCI (Phase B2)		1,310,000							
	West Yorkshire Integrated UTMCI (Phase C)		665,000							
	West Yorkshire Plus Transport Fund Delivery				Green	2,943,401		649,857		3,593,258
	York Central Access Road and Station Access Improvements	27,000,000	37,320,000	3,280,000	Amber	1,994,801	2,910,000	433,108	2,000,000	4,427,909
	York City Centre Access Improvements	7,200,000	8,770,000	355,000	Amber					
	York Northern Outer Ring Road	37,600,000	2,940,000	2,450,000	Amber/Red	2,004,844	445,156	445,156	490,000	2,940,000
	York Northern Outer Ring Road - Future Phases		25,715,419		Red				500,000	500,000
	York Northern Outer Ring Road - Phase 1 (Wetherby Road)		3,865,581	3,865,581	Green	3,528,264	71,000	324,101	13,216	3,865,581
	York Northern Outer Ring Road - Phase 2 (Monks Cross)		3,585,000	3,585,000	Red	43,501	1,842,942	98,840		142,341
	York Northern Outer Ring Road - Phase 2 (Monks Cross) (Combined Authority)					2,356,499		-98,840		2,257,659
	York Northern Outer Ring Road - Phase 3		2,174,000		Green/Amber		2,534,118			
Priority 4b - West Yorkshire + Transport Fund Total		914,449,145	1,106,926,420	281,730,639		129,921,337	77,130,290	51,223,181	85,305,362	266,449,879
Priority 4c - Economic Resilience Programme	Flood Alleviation - Brighouse and Clifton	1,800,000	1,500,000		Amber				1,500,000	1,500,000
	Flood Alleviation - Hebden Bridge	1,800,000	1,900,000	1,900,000	Green/Amber				1,900,000	1,900,000
	Flood Alleviation - Kirklees	300,000	300,000		Red					
	Flood Alleviation - Leeds (FAS1)	3,786,981	3,786,981	3,786,981	Green	3,786,981				3,786,981
	Flood Alleviation - Leeds (FAS2)	3,900,000	3,900,000	3,900,000	Green		2,301,969	3,900,000		3,900,000
	Flood Alleviation - Mytholmroyd	2,500,000	2,500,000	2,500,000	Green/Amber	2,500,000				2,500,000
	Flood Alleviation - Skipton	1,500,000	1,500,000	1,500,000	Green	1,500,000				1,500,000
	Flood Alleviation - Wyke Beck	2,558,000	2,558,000	2,558,000	Amber	1,717,868	840,132	839,929		2,557,797
	Natural Flood Management - Colne and Calder	1,299,107	1,299,107	1,299,107	Amber	147,562	656,899	483,276	494,700	1,125,538
	Natural Flood Management - Upper Aire	388,000	388,000	388,000	Amber		201,000	176,671	187,000	363,671
Priority 4c - Economic Resilience Programme Total		19,832,088	19,632,088	17,832,088		9,652,411	4,000,000	5,399,876	4,081,700	19,133,987
Priority 4d - Enterprise Zone Development	EZ - Programme	10,000,000	22,782,143	1,532,770	Green/Amber	247,495	3,348,862	423,291	2,787,310	3,458,096
	EZ - Bradford - Gain Lane		9,877,037	9,877,037	Amber/Red			1,442,658	8,434,379	9,877,037
	EZ - Bradford - Parry Lane		8,081,000	540,000	Green/Amber				540,000	540,000
	EZ - Bradford - Staithgate Lane		85,230	85,230	Green/Amber		85,230	71,600		71,600
	EZ - Calderdale - Clifton Business Park		3,356,000	3,356,000	Amber	135,563	200,000	192,855	750,000	1,078,418
	EZ - Kirklees - Lindley Moor East				Amber/Red					
	EZ - Leeds - Aire Valley	10,000,000	4,588,590	4,588,590	Red	4,370,086	218,504	-4,370,086		
	EZ - Wakefield - Langthwaite Business Park Extension			1,986,297	Green/Amber					
	EZ - Wakefield - South Kirkby Business Park	2,826,000	2,674,620	2,674,620	Green/Amber				2,674,620	2,674,620
Priority 4d - Enterprise Zone Development Total		22,826,000	51,444,620	24,640,544		4,753,144	3,852,596	-2,239,682	15,186,308	17,699,771
Grand Total		1,129,480,233	1,406,292,133	534,143,369		304,629,070	105,434,327	71,154,595	127,577,281	503,360,946

LPTIP Financial profile 30th April 2019/20 Last updated: 26/04/20							Appendix 2
Packages and schemes	Baseline budget (m)	Total Actual 17/18	Total Actual 18/19	Total 19/20	Total 20/21	Total 21/22	Total Actual and Projected DFT
Bus priority							
A660	50.32	60,741	404,097	1,309,745	193,461	431,956	2,400,000
A660 LWR Lawnswood RDBT		1,022	202,909	260,567	285,502	0	750,000
A61 North		28,897	847,857	1,167,289	1,273,956	0	3,318,000
A58		29,089	488,267	1,343,287	7,068,922	5,606,436	14,536,000
A58 York Street/StPeters		316,723	68,453	0	0	0	385,176
A647		34,623	844,195	3,087,862	7,604,457	4,358,862	15,930,000
A61 South		85,194	135,092	7,199,969	5,086,245	5,740,500	18,247,000
A65		0	0	282,156	854,899	71,945	1,209,000
Taken to Design Freeze		181,361	0	0	1,023,134	0	1,204,495
Sub total	50.32	737,650	2,990,870	14,650,875.2	23,390,577	16,209,699	57,979,672
Park and Ride							
Stourton	23	555,484	894,364	7,982,526.69	15,040,791	14,350,834	38,824,000
Temple Green Extension		0	1,448,656	511,958.70	4,985,385	440,000	7,386,000
Alwoodley Gates	15	29,182	225,029	531,768.24	0	0	785,979
Elland Road	2.5	51,974	215,701	5,004,926.30	1,047,399	0	6,320,000
Sub total	40.5	636,640	2,783,749	14,031,179.9	21,073,575	14,790,834	53,315,979
City Centre Gateways							
Woodhouse Lane	42.7	22,785	67,643	0.0	0	0	90,429
Albion Street		19,211	67,478	0	0	0	86,689
Infirmay Street		19,076	67,037	1,594,361.03	7,186,527	0	8,867,000
Corn Exchange		21,124	162,887	1,815,868.2	9,026,122	11,000,000	22,026,000
The Headrow		20,153	1,138,223	6,998,766.6	10,599,840	4,000,000	22,756,983
Sub total	42.7	102,349.24	1,503,267	10,408,995.8	26,812,489	15,000,000	53,827,101
Total Bus Infrastructure Prog	133.52	1,476,640	7,277,887	39,091,051.0	71,276,641	46,000,533	165,122,752

Packages and schemes	Baseline budget (m)	Total Actual 17/18	Total Actual 18/19	Total 19/20	Total 20/21	Total 21/22	Total Actual and Projected DfT
Rail							
Accessibility	1.2	0	72,623	221,942	20,000	885,435	1,200,000.0
New Pudsey	1.2	0	0	121,374	1,026,002	0	1,147,376.4
New Pudsey		1,093	32,693	29,070.9	0	0	62,857
White Rose	13.8	113,915	93,507	256,352	3,356,409	1,195,105	5,015,288
White Rose		424	2,035	2,273.11	1,494	0	6,225.6
Thorpe Park		0	1,362	0	3,792,390	0	3,793,751.8
Thorpe Park		373	2,432	2,146	1,297	0	6,247.9
LBA Parkway		107,316	243,693	220,475	4,285,364	95,000	4,951,848.1
LBA Parkway		0	3,915	43,450	0	0	47,364.8
Leeds Rail Station	5	0	0	530,423	250,000	0	780,423.0
Leeds Rail Station			231,458	735,346.76	3,252,772	0	4,219,577.0
Sub total	21.2	223,121	683,717	2,162,853	15,985,728	2,175,540	21,230,959
Bus delivery							
Transport Hubs & Connecting Communities	9.523	0	71,374	87,937	6,199,655	2,088,955	8,447,921
Transport Hubs & Connecting Communities		243	0	148,003	0	0	148,246
Demand Responsive Travel (DRT)	1.227		0	72,000	0	654,550	726,550
Demand Responsive Travel (DRT)				16,500	0	0	16,500
Realtime Phase 1	7.2	943,890	445,645	301,756	0	0	1,691,291
Realtime Phase 2		0	0	19,917	4,457,404	760,000	5,237,321
Core Network Visualisation	0.3		3,000	37,216	1,766,292	0	1,806,508
Leeds bus station	4.7	0	61,922	-34,685	1,161,792	3,801,381	4,990,410
Leeds bus station		0	79,410	196,411	0	0	275,821
Digital Hub	1.25	0	0	0			0
Digital Hub		0	2,251	47,821	861,983	331,792	1,243,847
Low Emissions - Clean Bus Technology Fund Project	2.0	0	820,000	0	0	0	820,000
Low Emissions		0	0	0	0	0	0
Low Emissions Stourton P&R charging points		0	0	0		877,000	877,000
Sub total	26.2	944,133	1,483,602	892,876	14,447,126	8,513,678	26,281,415
Mass Transit (not funded by DfT)	0						0
Management Costs							
	3.18	0	78,365	180,627.45	77,644	40,000	376,636
Programme management		198,770	175,682	0.00	100,000	50,000	524,452
Programme PR, Comms and Marketing		20,000	120,133	0.00	0	0	140,133
Programme PR, Comms and Marketing		101,699	39,140	0.00	50,000	0	190,839
Monitoring evaluation and benefits realisation		26,000	59,483	56,069.12	100,000	50,000	291,552
Monitoring evaluation and benefits realisation		30,461	0	0.00	83,000	0	113,461
Package management		0	0	61,233.00	61,233	0	122,466
Package management		102,351	0	0.00	50,000	0	152,350
Legal		15,000	0	4,302.00	0	0	19,302
Legal		2,474	5,953	0.00	0	0	8,427
Finance management		5,000	30,000.0	20,973.00	0.0	0.0	55,973
Finance management		25,200	36,000	0.00	40,000	0	101,200
Assurance of programme		46,500	156,938	160,004.00	0	0	363,442
WYCA Pan Programme Costs		0	0	0.00	500,000	40,000	540,000
Sub total	3.18	573,455	701,693	483,208.57	1,061,877	180,000	3,000,233
Total	184.1	3,217,349	10,146,899	42,629,989	102,771,372	56,869,751	215,635,360

LCC
WYCA

	1,939,728	7,888,855	40,312,073	75,717,187	47,259,325	173,117,168
	1,277,621	2,258,044	2,317,916	27,054,185	9,610,426	42,518,192
TOTAL	3,217,349	10,146,899	42,629,989	102,771,372	56,869,751	215,635,360



Report to: West Yorkshire and York Investment Committee

Date: 09 June 2020

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor/Namrata Chhabra

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 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 existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- 2.3 The development of the specification for the work (which has benefitted from active engagement and input from Leeds City Region local authorities) will allow the Combined Authority to map and detail the emissions footprint of the 180+ projects in the West Yorkshire Plus Transport Fund and Leeds City

Region Local Growth Fund pipeline and provide technical advice and training support to project sponsors in the design and development of future investments. This will ensure that the business cases for these reflect the Leeds City Region Climate Emergency and that we can evidence that they will reduce carbon emissions (both directly and indirectly).

- 2.4 A tender has now been issued to the market with the intention of appointing a successful consultant (or consortium) in spring / summer 2020. It should be noted that Leeds City Region local authority officers will be involved in the evaluation of tender responses working alongside Combined Authority officers. It is anticipated this technical work will commence in July. Training and support elements will run throughout the year across a longer timeline.
- 2.5 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 12 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 £250.633 million when fully approved, of which the total value of £200.112 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.

Transforming Cities Fund (TCF) Funding

- 3.2 The TCF Programme Strategic Outline Business Case (SOBC), as submitted to DfT in November 2019, was framed around three funding scenarios, Low, Core and High. These scenarios included a mix of schemes that were deliverable at different scales in the three scenarios as well as some schemes that were only funded in core and high scenarios.
- 3.3 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT TCF fund to progress all schemes against its 'low' scenario, including those in North Yorkshire (York, Selby, Harrogate and Carven), plus an additional £25 million to be allocated across the programme reflecting the Partners priorities.
- 3.4 Through West Yorkshire's Devolution deal, also announced on 11 March 2020, in line with flexibility provided to other Mayoral Authorities, West Yorkshire Combined Authority will have scope to prioritise investments above this level. A funding strategy for those schemes in the core and higher scenarios is therefore being explored with partners.
- 3.5 Currently, this funding strategy has not been fully developed and therefore only the 'low' scenario funding is available. Therefore, the indicative approvals in this report reflect the 'low' scenarios. However, as reported to Investment Committee on 15 May 2020 (Transforming Cities Fund – Progress Update) an over programming strategy is being progressed, with all schemes across the

high funding scenario in West Yorkshire continuing to be developed up to the point of OBC. For information, the values of all three funding scenarios are included in this report. For schemes that reach OBC prior to the funding strategy being agreed, a recommendation as to what scenario should be developed will be made on a scheme by scheme basis.

3.6 The Investment Committee recommended to the Combined Authority on 15 May 2020 (Transforming Cities Fund – Progress Update) the following recommendation:

- £11.851 million of TCF funding is approved to repay development costs incurred by partners and enable further development work on the projects within the programme to enable progression to their next Decision Points of the Assurance Framework.

Transforming Cities Fund (TCF) BCRs

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

<p><u>Scheme</u></p> <p>A641 Bradford-Brighouse-Huddersfield Corridor</p> <p><u>Location</u></p> <p>Calderdale / Kirklees</p>	<p><u>Scheme description</u></p> <p>The A641 forms part of the Key Route Network between Huddersfield and Bradford and provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644). The scheme comprises of a series of interventions proposed for delivery in Brighouse town centre and along the A641 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.(WY+TF)</p> <p><u>Impact</u></p> <p>The scheme seeks to deliver accessibility and connectivity improvements by introducing better walking and cycling facilities and bus priority measures within Brighouse town centre and along the A641 corridor. Additionally, the scheme will make enhancements to the highway capacity with improvements to selected junctions, ring roads and roundabouts, and deliver new highway links.</p> <p>The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality. The scheme will also unlock land for employment and sustainable housing growth in the south east Calderdale area and support delivery of the Clifton Enterprise Zone.</p> <p>It will also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education, and housing to and from Brighouse town centre and the associated routes along the A641 corridor.</p> <p>The value for money assessment reflects a medium to high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £95.1 million</p> <p>Total value of Combined Authority funding - £75.54 million</p> <p>Funding recommendation sought - £1.335 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth</p> <p><u>Location</u></p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The programme brings together three schemes– Safety and Security, Bus Shelters and Invest to Save. This scheme aims to improve overall provisions and facilities within bus stations and bus shelters across West Yorkshire for the safety and comfort of both passengers and staff and to encourage an increase in bus patronage,</p> <p>The repairs and improvements will involve updating or installing new infrastructure including brush barriers, pedestrian barriers, help points, tactile signage, CCTV and warning beacons at various bus stations and bus shelters.</p> <p>This programme aligns with the Combined Authority's corporate priorities of boosting productivity, tackling the climate emergency, enabling inclusive growth and delivering 21st century transport.</p> <p>This programme will be funded from the Local Transport Plan- Integrated Transport Block fund.</p> <p><u>Impact</u></p> <p>This scheme will facilitate improvements to bus stations and bus shelters across West Yorkshire contributing towards a better user experience and reduce the maintenance costs and part of the save to invest scheme.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £1.9 million</p> <p>Total value of Combined Authority funding - £1.9 million</p> <p>Funding recommendation sought - £438,000</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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<p><u>Scheme</u></p> <p>'Connecting Leeds' from South Leeds and through Wakefield (A61 South)</p> <p><u>Location</u></p> <p>Leeds, Wakefield</p>	<p><u>Scheme description</u></p> <p>The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) package focuses on improving public transport, particularly buses, as well as walking and cycling, to meet the extra demand from new homes and jobs planned within areas along the corridor.</p> <p>The package includes measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, junction improvements, improvement of safety and prioritisation of sustainable modes of travel, improvements to signal technology at junctions, incorporating bus priority changes, expanding the cycle network through cycle lanes and cycleways, formalisation of car parking, build out of bus stops and footway widening.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The package presents an opportunity to address the transport-related issues along the corridor and to extend the positive impact of improvements that have recently come forward as part of the 'Connecting Leeds' programme.:</p> <p>The package will lead to quicker and more reliable bus journeys along the corridor for new and existing users, reducing congestion and making better use of road space and therefore reducing car use and contributing in addressing the climate emergency. It will also provide better access to schools and places of work whilst having a positive impact on economic growth resulting in more jobs and investment in the surrounding areas.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the Package - £7.000 million</p> <p>Total value of Combined Authority funding - £7.000 million</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Active and Sustainable Interchange for Harrogate</p> <p><u>Location</u></p> <p>Harrogate</p>	<p><u>Scheme description</u></p> <p>The Active and Sustainable Interchange for Harrogate package seeks to address the economic imbalance in Harrogate due to low value local jobs/economy and a highly skilled/educated resident population.</p> <p>The package will provide a 21st century gateway, responding to the current and future (projected) high usage of Harrogate Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. The package will also encourage a greater use of cycling as a means of travel.</p> <p>The package will be funded from the Transforming Cities Fund and potential match funding has been identified from North Yorkshire County Council and Harrogate Borough Council.</p> <p><u>Impact</u></p> <p>The package is key to better connecting people to economic and education opportunities by improving cycling and other active travel infrastructure (including between Harrogate and Knaresborough), as well as Harrogate Railway Station (and associated public realm improvements).</p> <p>The package provides an opportunity to address congestion and journey time reliability issues by creating quicker access into Harrogate bus station and maximising rail franchise renewals therefore promoting sustainable transport access and ensuring that public transport and cycling becomes more attractive modal choice. This will directly support development of an appealing town centre environment with new employment and retail space.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on individual schemes within the package to activity 3 (outline business case).</p> <p>Total value of the Package - £8.443 million (subject to match funding)</p> <p>Total value of Combined Authority funding - £7.893 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>TCF Active and Sustainable Travel across Skipton Town Centre</p> <p><u>Location</u></p> <p>Craven</p>	<p><u>Scheme description</u></p> <p>The package will provide a 21st century gateway, responding to the current and future (projected) high usage of Skipton Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. The package will particularly improve access to the station for cyclists and pedestrians.</p> <p>Skipton Station is the second busiest in North Yorkshire, and projections show significant future growth. However, its existing public realm and accessibility result in a poor-quality Transport Gateway. The Active and Sustainable Travel across Skipton Town Centre package is key to enhancing the station's status as a strategically important sustainable transport gateway, better connecting people to economic and education opportunities.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The package presents an opportunity to transform the access arrangements to the railway station and enhancements to the public realm by improving the pedestrian provisions between rail station, bus station and town centre. The package also focuses on replacement of the Gallows Footbridge over Leeds Liverpool canal and developing the developing the Broughton road active travel corridor.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the Package - £5.808 million (subject to match funding)</p> <p>Total value of Combined Authority funding - £5.803 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Active and sustainable travel to Selby Gateway</p> <p><u>Location</u></p> <p>Selby</p>	<p><u>Scheme description</u></p> <p>The package will be comprised of an enhanced public realm, walking and cycling routes, and an improved gateway experience at the Selby Rail Station. The package will provide better connectivity; maximising use of rail and bus services, whilst also increasing sustainable travel, supporting the town centre, and easing pressure on the local transport network (reduced traffic volumes will also enhance air quality).</p> <p>The package will be funded from the Transforming Cities Fund, and potentially match funded by North Yorkshire County Council and Network Rail.</p> <p><u>Impact</u></p> <p>Central to the package is helping the station attain 'gateway' status supporting cross-boundary commuting offering an enhanced rail user experience and reduce relative deprivation by providing better access to employment opportunities. This package will also provide the opportunity in linking the rail station and town centre by encouraging modal shift reducing greenhouse gas emissions which will help in improving the air quality and reducing carbon impact.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the Package - £19.551 million (subject to match funding)</p> <p>Total value of Combined Authority funding - £17.465 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>'Connecting Leeds' towards Castleford and the Five Towns (A639)</p> <p><u>Location</u></p> <p>Leeds, Castleford, Pontefract</p>	<p><u>Scheme description</u></p> <p>The Connecting Leeds towards Castleford & The Five Towns (A639) package is key to ensuring the extra demand for public transport, particularly buses, as well as walking and cycling measures, is met.</p> <p>The A639 corridor is an important route between Leeds city centre and Pontefract via south Leeds, with the number of homes and jobs set to increase further. It currently suffers from traffic congestion, air pollution and poor access to public transport and active travel facilities.</p> <p>The package includes combinations of measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, changes to on-street car parking, junction improvements and traffic signal upgrades, expanding the cycle network through cycle lanes and cycleways and improving access to employment and interchanges.</p> <p>The package will be funded from the Transforming Cities Fund (TCF).</p> <p><u>Impact</u></p> <p>The package presents the opportunity to enable reduced car use, by its delivery of the following:</p> <ul style="list-style-type: none"> • Improved access to employment by bus, walking and cycling. • Improved bus journey times. • Reduction in the variation in bus journey times. • Improved access to bus stops. • A new bus interchange hub at Glasshoughton. • Improved facilities for cyclists. • Improved safety for all users. • Improved air quality. <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the package - £10.9 million</p> <p>Total value of Combined Authority funding - £10.9 million</p> <p>Funding recommendation sought – £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Leeds City Centre Package: Armley Gyratory</p> <p><u>Location</u></p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The Armley Gyratory scheme brings together a package of interventions to reconfigure the highway network at the gyratory junction and associated routes. This includes the realignment of existing highway, a new northbound link through the centre of the gyratory, a revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm, increased capacity on A643 between the railway bridge and the gyratory (increasing from 3 lanes to 5), revised signal arrangements, improved active mode (walking and cycling) provision around the circumference of the gyratory, and a new shared space and active mode route across the central gyratory.</p> <p>The scheme is to be delivered through the Leeds City Centre Package (CCP) programme, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>Scheme delivery is anticipated to increase the capacity on the Leeds Inner Ring Road and M621 orbital route and capacity improvements between Junctions 1 - 4 and Junction 7 M621. As a result, this will reduce through-traffic in the city centre, including the South Bank, creating a quality environment attractive to development. The scheme will also encourage walking and cycling</p> <p>The scheme supports inclusive growth and a better quality of life by improving the accessibility and connectivity to employment, education and retail by reducing congestion levels at the Armley Gyratory junction, and by re-routing traffic away from the centre, the opportunity to enhance the public transport and Leeds City Centre</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 2.58:1, judging the scheme as High value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £61.5 million</p> <p>Total value of Combined Authority funding - £40.5 million</p> <p>Funding recommendation sought - £5.08 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>CIP Phase 1 Holmfirth Town Centre</p> <p><u>Location</u></p> <p>Holmfirth</p>	<p><u>Scheme description</u></p> <p>The scheme comprises of a series of measures along the A6204/A635 and Holme Valley route including the rationalisation and upgrading of the existing signal-controlled junctions, widening of footways, improvements to pedestrian crossings, public realm and bus stops, and the inclusion of electric vehicle charging points. These measures will help in resolving issues such as conflicts between turning movements, resulting in high congestion levels constraining economic growth of the local area.</p> <p>The scheme is wholly funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>Scheme delivery is anticipated to reduce journey times and improve journey reliability for all modes, reducing congestion and improving accessibility to Holmfirth. Additionally, it will improve the walking provision, better facilitate pedestrian movement, and enhance the public realm / streetscape.</p> <p>The scheme supports inclusive growth principle of a better quality of life by reducing congestion and improving air quality, and through enhancing connectivity and walking provision in the town centre for pedestrians, encouraging active travel.</p> <p>The value for money assessment presents an adjusted benefit to cost ratio (BCR) of 5.51:1, judging the scheme as Very High value for money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case is to be undertaken during the next stage of business case development.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £3.97 million</p> <p>Total value of Combined Authority funding - £3.97 million</p> <p>Funding recommendation sought - £890,000</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>City Connect: Cross Church Street</p> <p><u>Location</u></p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The Cross Church street scheme is to be delivered through the City Connect Phase 3 programme, which seeks to build on the cycling network delivered through the Department for Transport's Cycle City Ambition Grant (CCAG) across West Yorkshire in phases 1 and 2 - to make cycling the natural choice and accessible to everyone. The scheme will see delivery of a 0.33km route in Huddersfield town centre of which a key feature is the transformation of Cross Church street (and Queens street) from a motorised route to one to benefit pedestrians and cyclists.</p> <p>The scheme is to be delivered through the City Connect Phase 3 programme, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme is predicted to decrease motorised vehicle traffic by 90%, and as a result of the proposed scheme design, it is forecast to deliver journey time savings for cyclists travelling southbound, improve accessibility and connectivity to education, retail and public transport (bus and rail), and contribute to an increase in pedestrian footfall, supporting retail and economic growth.</p> <p>The scheme supports inclusive growth of a better quality of life by enhancing the urban environment and streetscape; supporting improved air quality with a significant removal of motorised vehicles and will encourage walking and cycling.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 3.89:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £2.090 million</p> <p>Total value of Combined Authority funding - £1.291 million</p> <p>Funding recommendation sought - £180,000</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Halifax Station Gateway</p> <p><u>Location</u></p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme includes the construction of a new two-storey station building and pedestrian bridge improving connections to Halifax Town Centre. It will also involve re-opening the underpass connecting the station to the eastern side of the railway and the Nestle site, changes to the Nestle site to provide connections into the Hebble Trail and the creation of amenity space. To the south the arrangements for parking and access to the Eureka! visitor attraction will be reconfigured to allow for changes in parking at front of the new station.</p> <p><u>Impact</u></p> <p>Along with physical improvements to the station and the surrounding area, the scheme aims to improve accessibility and perceptions of the town, promote rail use as well as interchange with other transport modes (especially bus and cycling and walking) and encourage investment in development sites around the station through improved public spaces. These should, in turn, have wider environmental and carbon impact benefits.</p> <p>The scheme was assessed to have a 'high' value for money, though this assessment is sensitive to forecasts of passenger numbers.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £33.621 million (subject to match funding)</p> <p>Total value of Combined Authority funding - £27.10 million, consisting of £10.60 million from WY+TF and £16.50 million from TCF.</p> <p>Funding recommendation sought - £4.031 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Monitoring, Evaluation and Bid Development</p> <p><u>Location</u></p> <p>Leeds City Region</p>	<p><u>Scheme description</u></p> <p>The scheme consists of a range of monitoring, evaluation and bid development activities to support delivery of the West Yorkshire Transport Strategy 2040 and its ambition to create a modern, world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable.</p> <p>The scheme is part of a five-year programme and builds on work started in 2017 and includes:</p> <ul style="list-style-type: none"> • Camera-based surveys of movements of people and goods and environmental surveys including air quality and noise to support the new Healthy Streets Demonstration project • Annual tracker surveys, recording levels of satisfaction with public transport • Renewal of software licences, including the Basemap Highways Analyst tool, which increases understanding of congestion on the region's highways • Active Travel Dashboard, which combines various cycling and walking data for monitoring studies and bid development <p><u>Impact</u></p> <p>The scheme is part of the Performance Management Framework for the West Yorkshire Transport Strategy 2040 and will contribute to the maintenance and development of the evidence base for the Strategy.</p> <p>The scheme will provide detailed evidence and analysis to inform the development of future years programmes</p> <p>The scheme's monitoring and evaluation approaches can also be adapted to provide data to increase understanding of the impact of Covid-19. This will help inform the Combined Authority's response to supporting the Region's economic recovery.</p> <p><u>Decision sought</u></p> <p>Activity 5 Change Request to spend the indicative allocation of £450,000, approved by the Combined Authority on 25 April 2019.</p> <p>Total value of the scheme - £750,000</p> <p>Total value of Combined Authority funding - £750,000</p> <p>Funding recommendation sought - £450,000</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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- 3.11 Since the Investment Committee's meeting on 13 May 2020, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Managing Director. Under the delegation a total expenditure of £1.669 million has been approved.

<p><u>Scheme</u></p> <p>City Connect Phase 3</p> <p><u>Location</u></p> <p>Region-wide</p>	<p><u>Scheme description</u></p> <p>The City Connect Phase 3 programme consists of 8 projects that will deliver new or improved cycling and walking infrastructure as well as communications, consultation and engagement in order to promote behavioural change and the use of the new facilities.</p> <p><u>Impact</u></p> <p>The communications & engagement and monitoring & evaluation activities are key aspects to delivering the overall City Connect programme leading to an active travel infrastructure that improves connectivity and access to employment and education opportunities as well as supporting health and wellbeing, improvements in air quality, and better quality of life.</p> <p><u>Decision sought</u></p> <p>The Managing Director approved this change request on 1 May 2020, giving approval to release £425,000 salary costs to support the City Connect Communications and Engagement team and to release £112,970 to fund monitoring and evaluation activity across the City Connect programme.</p>
<p><u>Scheme</u></p> <p>Halifax Bus Station</p> <p><u>Location</u></p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This project will replace the existing bus station facility located to the north of Halifax town centre.</p> <p>The scheme seeks to address known constraints and issues of the current site and deliver a station that can accommodate the predicted growth in travel in Halifax,</p> <p><u>Impact</u></p> <p>The scheme currently demonstrates a benefit cost ratio of 2.19:1 judged as High Value for Money when assessed against the DfT's value for money assessment criteria.</p> <p><u>Decision sought</u></p> <p>The Managing Director approved this change request on 1 May 2020 giving approval for additional development funding of £260,000. This will fund the development of activity 4 (full business case) work, and technical design elements of the activity 5 (full business case with finalised costs) work. The total cost of the scheme is £15.4 million</p>
<p><u>Scheme</u></p> <p>Leeds Transport Model Update 2020</p> <p><u>Location</u></p>	<p><u>Scheme description</u></p> <p>The scheme 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</p>

Leeds	<p>development options associated with the Local Plan and wider Leeds City Region schemes.</p> <p><u>Impact</u></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><u>Decision sought</u></p> <p>The Managing Director approved this decision point 5 approval on 1 May 2020 giving full approval to the Combined Authority's contribution of £500,000 towards a total scheme cost of £1.00 million and for the scheme to proceed to decision point 6 (delivery)</p>
<p><u>Scheme</u></p> <p>Wellington House Office Accommodation</p> <p><u>Location</u></p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>To refurbish and modernise Wellington House and address a number of identified building condition issues, to maximise the office accommodation provided and as a result enable the City Exchange lease to be terminated and staff to be relocated to Wellington House.</p> <p>Works commenced on site, but due to the contractor going into administration, the project had to be re-procured. The Covid-19 pandemic has also further delayed works recommencing. The contractor is being encouraged to deliver faster than their current programme and depending on how social distancing measures change and the opportunities due to the building being largely empty, an earlier completion on site is hoped for. Re-procurement has meant an increase in costs.</p> <p><u>Impact</u></p> <p>To bring the organisation together and create fit for purpose facilities for staff, members, visitors and partners. In line with the approach adopted by partner councils in recent years, the accommodation project will deal with a clearly identified gap in terms of office quality and facilities, as well as a consolidation of offices</p> <p>Provide a highly accessible site to support partnership working.</p> <p>Future proof office accommodation to accommodate the future needs of the organisation – ideally with all head office staff at a single location.</p> <p>Supporting Clean Growth and active travel objectives through the provision of a more energy efficient building, PV panels and cycle facilities including parking and showers.</p> <p>Remove the need for City Exchange, with associated rental savings.</p> <p><u>Decision sought</u></p> <p>The Managing Director approved this change request on 22 May 2020 giving approval for a delay from February 2021 to July 2021 (completion on site) and an increase in costs from £7.489 million to £7.860 million.</p>

Emergency Active Travel Funding

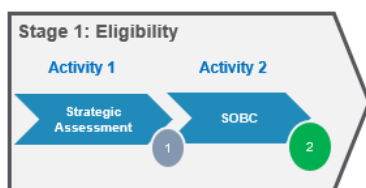
- 3.12 On 09 May government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment across England in walking and cycling over the next 5 years. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The £25 million remainder will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.
- 3.13 An indicative total allocation of up to £12.567 million has been confirmed for West Yorkshire, split into two tranches. The first tranche of £2.513 million will be made available in the near future but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered, that meet the level of ambition expected by government. In metropolitan areas, these plans are expected to be submitted by the relevant Combined Authority, and an application for this funding was submitted by the Combined Authority to Government by the deadline of 5 June.
- 3.14 The West Yorkshire Councils are already progressing plans to support the recovery from Covid-19 through improved provision for walking, cycling and access to public transport, including the introduction of trial and temporary measures to manage and reallocate road space. The Emergency Active Travel funding allocated by government will form part of the funding available to deliver these plans and a programme of interventions to be delivered immediately has been developed as part of the application to government for the funding, focussing on “pop-up” or trial interventions that can be rapidly implemented to respond to the COVID19 crisis.
- 3.15 These interventions have been identified in line with updated statutory guidance published by government on road space reallocation and include improved cycle facilities on key routes; creation of more safe space for walking whilst enabling people to access shops and public transport safely; improvements to enable children to walk and cycle to school more safely; restrictions on motor traffic to create pedestrian and cycling zones; cycle parking, and supporting measures to enable behaviour change, to provide information to businesses and individuals to promote active travel as a mode of choice.
- 3.16 The funding will be spent by the five West Yorkshire partner councils and the Combined Authority on schemes identified to introduce trial and temporary measures to manage and reallocate road space to support safe walking and cycling, and access to public transport ,supported by measures to enable behaviour change.
- 3.17 The Investment Committee recommends to the Combined Authority that:

- (i) The Emergency Active Travel Funding work commences on Activity 6 (Delivery).
- (ii) Approval for the expenditure of DfT Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £2.513 million, but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
- (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partner councils is delegated to the Managing Director.

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



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.

Project Title	A641 Bradford-Brighouse-Huddersfield Corridor
Stage	1 (eligibility)
Decision Point	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

- 4.2 The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan. The scheme is one of the 'Station Gateway' schemes funded under WY+TF.
- 4.3 The A641 is part of the West Yorkshire Key Route Network. It is a key route connecting Huddersfield, Brighouse and Bradford, and in conjunction with the stretch of the A644 to M62 junction 25, has a pivotal role to play in facilitating the economic growth aspirations of Calderdale, Kirklees and Bradford.
- 4.4 The highway network along the corridor is car dominated and with poor provision for active mode travel (pedestrian and cycling), resulting in high levels

of congestion affecting journey times along the route as well as inter-settlement movements in the areas surrounding Brighouse. The corridor also suffers environmental issues relating to impacts of flooding.

- 4.5 At activity 2 (strategic outline case), the business case presents a series of interventions that can be delivered to address the issues identified. The interventions within Brighouse town centre focus on supporting active mode travel (walking and cycling) and multi modal travel, with enhancement to the public realm, pedestrian connectivity to the rail station, and a revised bus priority route through the town centre – whilst interventions along the highway network of the A641 corridor and associated routes include junction, ring road and roundabout improvements, traffic signal upgrades, new highway links, and flood alleviation measures.
- 4.6 The scope of the highway network, however, does also include improvements dedicated to public transport (bus) and active mode travel (walking and cycling), with introduction of bus priority signals at certain junctions where bus speeds are noticeably low, and the provision of segregated cycling and better walking and crossing points along the corridor.
- 4.7 As a result of the combination of interventions proposed, scheme delivery is anticipated to improve journey times and journey reliability for all modes, improve accessibility and connectivity to encourage multi modal travel, safeguard and enhance the natural environment, and contribute to carbon reduction - improving air quality.
- 4.8 The scheme will also unlock land for employment and sustainable housing growth, adapting the highway network to support delivery of access and through roads at the Clifton Enterprise Zone site, and two new housing sites in South East Calderdale as part of the Garden Suburbs, forecast to deliver over 3200 new homes by 2032.
- 4.9 The scheme comes forward at activity 2 (strategic outline case) with a total cost estimate of up to £95.1 million, with a West Yorkshire plus Transport Fund allocation of up to £75.54 million. It is anticipated that significant developer contribution will be secured as match, with the level of contribution from the West Yorkshire plus Transport Fund and developers to be determined upon identification of the scope of the preferred option scheme at activity 3 (outline business case).
- 4.10 A summary of the scheme's business case and location map is included in **Appendix 2**

Clean Growth / Climate Change Implications

- 4.11 Clean growth will be achieved through the provision of new and upgraded services and infrastructure that promote greener ways of travelling, for instance to locate the Garden Suburbs housing sites near current and future places of employment, accessible by walking or cycling.

- 4.12 It should also be noted that delivery of new highway links will include provision for active modes and public transport, and these will be designed with priority in mind.
- 4.13 The further development of the scheme will examine possible technological aspects, such as electric vehicle charging points and provision of real time public transport information.
- 4.14 Work to demonstrate forecast carbon savings as a result of scheme delivery, and the adoption of green principles into the construction works programme will be provided at outline business case.

Outputs, Benefits and Inclusive Growth Implications

- 4.15 The scheme outputs and benefits are highlighted below. It should be noted that SMART targets will be developed once detailed modelling is undertaken at activity 3 (outline business case):
- Improve journey times and reliability for all modes to facilitate good growth.
 - Unlock land for employment and sustainable housing growth in the South-East Calderdale area, facilitating the development of Clifton Enterprise Zone and the Garden Suburbs.
 - Improve accessibility and connectivity to facilitate and increase the attractiveness of multi modal travel.
 - Safeguard and enhance the natural and built environments.
 - Contribute to carbon reduction, air quality improvements and congestion mitigation.
 - The value for money assessment reflects a medium to high value for money classification range for the combination of packages presented at strategic outline case when assessed against the Department for Transport's value for money criteria. The benefit to cost ratio (BCR) to support the value for money assessment will be refined following further appraisal at outline business case.
 - Scheme delivery will support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education, and housing to and from Brighouse town centre and the associated routes along the A641 corridor. As a result, the scheme also promotes active mode travel and the associated health benefits and encourages modal shift from the car which will reduce congestion levels and improve air quality in the surrounding area.

Risks

4.16 The scheme risks include:

- The Calderdale Local plan is not adopted to the same timescales or a strategic change of direction happens that does not promote growth in South East Calderdale. To be mitigated through continued involvement in master planning exercises related to Garden Suburbs that will form part of the Local Plan evidence base, with submission of documents such as the signed Memorandums of Understanding and Statements of Common Ground to strengthen the case of the Local Plan strategy.
- Complexity of land ownership makes negotiations around acquisition more costly and/or lengthy, impacting scheme affordability and deliverability. To be mitigated through early communications with landowners and developers to understand issues early and formulate a plan to resolve them.
- Major flood events in Brighouse becoming more frequent cause a rethink in priorities related to types of intervention or growth aspirations. None at present beyond continued working with the Environment Agency to jointly deliver flood alleviation schemes and enhance flood mitigation measures within elements of the A641 scheme.

Costs

4.17 The scheme costs are:

- The total scheme cost estimate at activity 2 (strategic outline case) is up to £95.1 million.
- The strategic outline case reflects a West Yorkshire plus Transport Fund contribution of £65.1 million, however it is accepted the scheme has access to up to £75.54 million from the West Yorkshire plus Transport Fund as confirmed by the recent transport fund re-baseline exercise.
- Significant developer contribution will be sought as match, with the level of contribution to be determined upon identification of the preferred option scheme and following a detailed master planning exercise at activity 3 (outline business case)
- The scheme secured approval of £794,000 to support strategic outline case development costs, and now seeks an additional approval of £1.335 million to support outline business case costs, taking the total approval to £2.129 million.
- The Combined Authority to enter into an addendum to the existing funding agreement with Calderdale Council for expenditure up to £2.129 million from the West Yorkshire plus Transport Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	31/12/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/12/2023
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/06/2024

Other Key Timescales

- 4.18 Following approval of the outline business case (decision point 3) forecast for December 2021, it is anticipated that the scheme will come forward in four phases to support project delivery dates, with submission at activity 4 (full business case) across 2023. The four packages have been classified as Town Centre, Greenways, Cross Boundary and Minor Works, and Strategic Links.
- 4.19 Approval of Combined Authority funding at decision point 5 (full business with finalised costs) for all four packages is estimated to conclude by June 2024, with practical completion of all four phases forecast for December 2025.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of that set out. That the delivery timescales remain within 6 months of that set out.

Project Responsibilities

Senior Responsible Officer	Steven Lee
Project Manager	Hollie Good
Combined Authority case officer	Asif Abed

Appraisal Summary

- 4.20 Appraisal of the strategic outline case is satisfied that amongst the combination of packages presented, there is scope for a preferred option scheme to be developed at outline business case (activity 3) which supports the ambitions of the transport fund and associated local and regional transport policies and strategies.
- 4.21 It is however recommended that the optioneering exercise as part of the economic case is redone to ensure the options assessment reviews packages in which the combination of interventions are complimentary and better demonstrate plausible solutions to support delivery of the desired objectives, rather than reflecting isolated interventions coupled together.
- 4.22 The financial case is adequately presented and provides a reasonable understanding of the cost estimates at strategic outline case stage, supported by an affordability statement which highlights early feasibility work on the potential developer contribution that could be secured, with the level of contribution from the West Yorkshire plus Transport Fund and developers to be determined by the preferred option scheme scope.
- 4.23 Appraisal considers the commercial and management case as satisfactory, with expectancy that elements within the respective cases are worked up and refined at outline business case, including a refined delivery programme detailing the mechanics behind phasing the scheme into four phases at activity 4 (full business case).

Recommendations

- 4.24 The Investment Committee recommends to the Combined Authority that:
- (i) The A641 Bradford Huddersfield Corridor project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £75.54 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £95.1 million.
 - (iii) Additional development costs of £1.335 million are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £2.129 million.
 - (iv) The Combined Authority enter into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £2.129 million from the West Yorkshire plus Transport Fund.

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth
Stage	1 (eligibility)
Decision Point	2 (strategic outline case)

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

Background

- 4.25 The scheme will be funded from the Local Transport Plan- Integrated Transport Block. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.
- 4.26 The programme brings together three schemes– Safety and Security, Bus Shelters and Invest to Save. This scheme aims to improve overall provisions and facilities within bus stations and bus shelters across West Yorkshire for the safety and comfort of both passengers and staff and to encourage an increase in bus patronage, which aligns with the Transport Strategy 2040.
- 4.27 This scheme will facilitate improvements to bus stations and bus shelters across West Yorkshire contributing towards better user experience. The repairs and improvements will involve updating or installing new infrastructure including brush barriers, pedestrian barriers, help points, tactile signage, CCTV and warning beacons at various bus stations and bus shelters.
- 4.28 This scheme aims to reduce maintenance, repair and renewal costs, which are approximately £1.165 million per annum. The scheme will mitigate some of these maintenance costs, through replacement of items and the installation of items which aim to reduce the occurrence of criminal damage, thereby reducing ongoing revenue costs.
- 4.29 This scheme will also invest in installing reduced water flush toilets, combined waste and recycling bins at the prioritised bus stations and replacing six Combined Authority owned vehicles with new electric vehicles therefore contributing to a reduction in carbon impact.

- 4.30 The monetary payback period (the time it takes for the capital costs to be recouped by reducing annual revenue spend) of these improvements range between two and ten years, delivering value for money.
- 4.31 The scheme will deliver enhanced safety and security measures, with the installation of mobile bus shelter CCTV in bus shelters, where anti-social behaviour has been recorded. The scheme will also replace 49 bus shelters across Leeds and Bradford making them suitable to incorporate digital advertising therefore generating a potential opportunity for revenue income.
- 4.32 The scheme objectives include:
- Maintain and protect public assets in thirteen enclosed bus stations across West Yorkshire and allow the continued, safe operation of public transport facilities
 - Standardise health, safety and security features across the region, with equally high standards across all bus stations
 - Improved accessibility for visually impaired customers by providing tactile signage at bus stands
 - Lower utility costs by utilising reduced water flush toilets
- 4.33 This scheme will be managed by the Combined Authority's Transport Projects team.
- 4.34 A summary of the scheme's business case and location map is included in **Appendix 3**.

Clean Growth / Climate Change Implications

- 4.35 The improvements delivered by the scope of this scheme will mitigate carbon impact by reducing the use of the renewable resources (e.g. reduced water flush, recycling bins) and by replacing six combined authority owned vehicles with new electric vehicles therefore contributing in reducing overall carbon impact of the bus stations in the scope.

Outputs, Benefits and Inclusive Growth Implications

- 4.36 The scheme outputs and benefits include:
- Safer environment for customers by installation of brush barriers at thirteen enclosed bus stations therefore restricting pedestrian access in the vehicle operating area, by installing help points at five unstaffed enclosed bus station facilitating passengers to access help and information and by installing tactile signage at thirteen bus stations to allow visually impaired customers to navigate the bus stations
 - Safer working environment for staff by installing warning beacons and public address system at eight staffed bus stations improving

management of emergencies, and by installing mobile CCTV at bus stations to reduce the instances of anti-social behaviour.

- Increased efficiency and reduced operational costs by installing reduced water flush WCs at eight staffed bus stations, providing combined general and recycling waste bins at eleven bus stations, and by replacing six vehicles with electric vehicles therefore contributing in reducing carbon impacts across West Yorkshire.
- Replace 49 bus shelters across West Yorkshire region with new shelters that can incorporate digital advertising providing a potential for revenue income.

Risks

4.37 The scheme risks include:

- Operation of bus stations during works. The bus stations are due to remain open and operational during construction and any risks arising will be mitigated by ensuring good communication and engagement with all users who will be affected by the works.

Costs

4.38 The scheme costs are:

- Total scheme cost £1.9 million funded from the Local Transport Plan-Integrated Transport Block fund
- Development costs of £438,000 are requested as part of this approval for design and project management fees.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	09/06/2020
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/11/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021

Other Key Timescales

4.39 The key timescales for this scheme are:

- Full business case approval – Nov 2020
- Full business case with finalised cost approval - May 2021
- Construction commence – May 2021
- Construction complete - March 2022

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	Mark Gregory, Combined Authority
Project Manager	Gina Dickson, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal Summary

- 4.40 This scheme is intending to upgrade and replace infrastructure at thirteen enclosed bus stations to reduce overall maintenance costs on a long-term basis, carbon footprint and energy usage, and improve health and safety arrangements to improve conditions.
- 4.41 A long list of interventions has been created and considered which have been derived from a prioritisation process. Through the business case development stages, following the submission of the quotes from the suppliers an intervention list will be created and included in the next submission.
- 4.42 The scheme will mitigate some of the maintenance costs, through replacement of items and the installation of items which aim to reduce the occurrence of criminal damage, thereby reducing ongoing revenue costs. It has been indicated from the payback period that this scheme has a reasonably strong value for money assessment.

Recommendations

4.43 The Investment Committee approves that:

- The Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth proceeds through decision point 2 and work commences on activity 4 (full business case)
- An indicative approval to the Combined Authority's contribution of £1.9 million from the Local Transport Plan – Integrated Transport Block fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- Development costs of £438,000 are approved to progress the scheme to decision point 5, taking the total approval to £438,000
- 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.

Project Title	'Connecting Leeds' from South Leeds and through Wakefield (A61 South)
Stage	1 (eligibility)
Decision Point	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

- 4.44 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.45 The A61 corridor is an important route between Leeds city centre and Wakefield via south Leeds. The corridor suffers from traffic congestion, slow bus speeds and poor bus service reliability, air pollution, poor access to bus stops and a lack of cycle routes. The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) package is key to improving public transport, particularly buses, as well as walking and cycling, to meet the extra demand from new homes and jobs planned within areas along the corridor.
- 4.46 Central to this package is the investment in sustainable transport infrastructure support the ambition to connect deprived communities with employment opportunities. The proposals for this investment are:
- New bus and cycle lanes
 - Upgrade existing signals junction to provide bus priority
 - New traffic-controlled junction, including pedestrian crossings and bus priority
 - Changes to routing and improvements to bus stops along the corridor
 - Formalise car parking along extended sections of the corridor

- General improvements to pedestrian (e.g. footway, dropped kerb & crossing improvements) & bus accessibility (e.g. boarders & clearways) to bus stops on the corridor
- 4.47 The scheme is divided into 2 sections; 1 of which spans approximately 5 miles between the Leeds Valley Park Business Park and Newton Hill Roundabout, north of Wakefield; and 1 which is located along a two-mile stretch south of Wakefield, between the A61 / A638 junction and the A61 / Standbridge Lane junction.
- 4.48 A summary of the scheme's business case and location map is included in **Appendix 4**.

Clean Growth / Climate Change Implications

- 4.49 This package will reduce the number of car journeys along this corridor, thereby reducing emissions and improving air quality. It will also encourage other active modes of transport including cycling and walking.
- 4.50 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 4.51 Overall Package outputs and benefits will include:
- Improved air quality - through the reduction in general traffic
 - Improved access to employment by bus, walking and cycling
 - Improved bus journey times – through enhanced traffic signal and 'intelligent' bus priority control
 - Improved quality of pedestrian infrastructure, including access to bus stops
 - Improved facilities for cyclists – through dedicated cycle lanes
 - Improved network safety for all users

Risks

- 4.52 The key risks include:
- Package costs increase from early estimates – mitigated by appropriate contingency and risk inclusion at an early stage, reviewing throughout the process and obtaining detailed survey information as early as possible.
 - Transfer of package design from Development to Delivery Partners – mitigated by having a single business case owner from SOC to FBC to ensure knowledge transfer, as well as having early contractor involvement in preliminary design to facilitate seamless transfer.

- Public/stakeholder objections to proposals given likely impact on car users, disruption to road network during construction period and business/property owners – mitigated by public consultation from an early stage and throughout.
- Environmental constraints including Tree Preservation Orders (TPO) – mitigated through investigating whether any trees along the route are subject to TPOs.

Costs

- 4.53 The total package value under the 'low' scenario is £7.000 million. The package value under the 'core' scenario is £7 million and the 'high' scenario is £11.639 million. The detail of the interventions will be determined at the next stage of assurance process once more detailed design has been undertaken and over programming strategy is refined.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/03/2022

Other Key Timescales

- 4.54 The forecast completion date for this package of scheme is 31 March 2023

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	Andrew Hall, Leeds City Council
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Project Manager	Paul Roberts
Combined Authority case officer	Ian McNichol

Appraisal Summary

- 4.55 The package has a strong strategic fit in terms of its alignment with the priorities of the SEP and the objectives of the TCF. The issues, challenges and opportunities on the A61(S) are clearly set out and provide an evidence-base to the rationale of the package. Some further work will be required at the next stage of the assurance process to set out the requirements for service changes needed to satisfy the package objectives. In addition, some further work will also be required to assess the feasibility of the benefits associated with the package's forecast outcomes.
- 4.56 At present the wider package level benefits comprise of active mode and bus user benefits, as well as highway user dis-benefits. Further work will be required at the next stage of the assurance process to refine scheme benefits, particularly in terms of productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 4.57 Wider package benefits have been identified for assessment at the next stage, including productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 4.58 Further work is required at the next stage of the assurance process to understand how appraisal conclusions were reached, particularly for the appraisal of the short list of options. In addition, the assessment of wider benefits should be considered to strengthen the VfM position.

Recommendations

- 4.59 That Investment Committee recommends to the Combined Authority that:
- (i) The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the total package value of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Active and Sustainable Interchange for Harrogate
Stage	1 (eligibility)
Decision Point	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

- 4.60 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.61 The Active and Sustainable Interchange for Harrogate package is key to better connecting people to economic and education opportunities by improving cycling and other active travel infrastructure (including between Harrogate and Knaresborough), as well as Harrogate Railway Station (and associated public realm improvements).
- 4.62 A core element of the package consists of improvements to the Harrogate Railway Station gateway area; both the rail and nearby bus stations are of strategic importance as sustainable transport gateways, allowing residents to access opportunities across the wider Leeds City Region, and equally allowing employees and visitors from outside of the area to access Harrogate. The proposed scheme will:
- Regenerate the area around Harrogate Rail and Bus Station
 - Improve door to door connectivity within Harrogate and Knaresborough and onwards to the rest of The North
 - Reduce carbon emissions from the transport sector across Harrogate and Knaresborough
 - Provide infrastructure to support a quality, intelligent, transport network focussed on walking, cycling and public transport.

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

Clean Growth / Climate Change Implications

- 4.64 This package will reduce the proportion of car travel thereby reducing emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.
- 4.65 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 4.66 Individual schemes' outputs and benefits will be brought forward when scheme outline business cases (OBCs) are presented. Overall package outputs and benefits will include:
- 4.67 The package outputs and benefits include:
- Improved air quality - through the reduction in general traffic
 - Construction of segregated cycle routes to provide an alternative to the over-reliant private car usage
 - Increased usage of Harrogate Station to travel between Harrogate and the Wider Region for all journey purposes
 - Increased access to and from the station to improve the residence access to key employment sites located outside Harrogate and within the region
 - Improved walking facilities
 - Improved journey times and reliability will be offered to through traffic, better connecting the towns and cities of the surrounding area.
 - Enabling the development of 255 homes
 - Enabling the delivery of 49,340 square feet of office space and 11,840 square feet of retail space

Risks

- 4.68 Individual schemes will come with their own risks at Outline Business Case. Risks at package level include:
- The package encroaches on to public parkland – mitigated by early engagement with stakeholders to investigate the potential need to secure replacement land or to redefine package boundaries
 - Road network modifications in Harrogate may impact surrounding highways – mitigated by completing traffic modelling early and engaging with North Yorkshire County Council to discuss results and risks

- Standard transport models have been used to predict infrastructure impact and benefits may not actually be realised – mitigated through development of M&E Plans and Benefits Realisation Plans. Business Change Managers will be appointed to ensure programme is managing/monitoring benefits
- Stakeholders/public opposition to scheme proposals – mitigated through targeted consultation with residents, businesses and other key groups and potential de-scoping

Costs

- 4.69 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding under 'low' scenario is £7.893 million. Potential match funding contribution of up to £100,000 from North Yorkshire County Council and of up to £500,000 from Harrogate Borough Council is being developed and will be brought forward at the next stage of assurance process.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/02/2021

Other Key Timescales

- 4.70 The forecast completion date for this package is 31 March 2023

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	Trevor Watson
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Project Manager	Tom Horner, Harrogate Borough Council
Combined Authority case officer	Ian McNichol

Appraisal Summary

- 4.71 Overall, the package has a strong alignment with objectives contained within the LCR and York, North Yorkshire and East Riding Strategic Economic Plans. There are also strong links to priorities across a range of local, regional and national policies. Further work will be required at the next stage of the assurance process to refine scheme objectives, particularly in setting them out in the SMART format.

Recommendations

- 4.72 That Investment Committee recommends to the Combined Authority that:
- (i) The Active and Sustainable Interchange for Harrogate package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval for the Combined Authority contribution of £7.893 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

Project Title	Active and Sustainable Travel across Skipton Town Centre
Stage	1 (eligibility)
Decision Point	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

- 4.73 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.74 Aligned to the strategic objectives of the Transforming Cities Fund, the programme is organised into themes. These themes include partner led schemes collated into packages at Strategic Outline Business Case (SOC) level. After the SOC package level approval, schemes will progress through the Combined Authority's Assurance Framework individually before being developed and delivered across LCR.
- 4.75 The Active and Sustainable Travel across Skipton Town Centre package is key to enhancing the station's status as a strategically important sustainable transport gateway, better connecting people to economic and education opportunities.
- 4.76 A core element of the package consists of improvements to Skipton Railway Station and providing enhanced access (as well as much improved facilities for pedestrians and cyclists), enabling residents to better access opportunities across the wider LCR area, and equally workers and visitors from outside the area have much better access to Skipton. The proposals to improve the station will consist of the following key components:
- Skipton Railway Station Gateway public realm enhancements,
 - Development of Broughton Road as an Active Travel Corridor,

- Railway Station to Bus Station Active Travel Improvements (including new crossing facilities and the replacement of Gallows Bridge) and
- Railway Station to College Campus footpath enhancements.

4.77 A summary of the scheme's business case and location map is included in **Appendix 6**.

Clean Growth / Climate Change Implications

- 4.78 This package will improve active travel networks, thereby reducing emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.
- 4.79 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

4.80 Individual schemes' outputs and benefits will be brought forward when scheme outline business cases (OBCs) are presented. Overall package outputs and benefits will include:

- Improved air quality – through improvements to active travel networks
- Reduced journey times – through increased transport capacity and resilience
- Improved safety for cyclists and pedestrian – through footpath and junction improvements,
- Providing an attractive Gateway to Skipton – through station gateway public realm and station frontage improvements
- Improved connectivity and economic links with Lancashire and West Yorkshire via road and rail networks – through lower congestion
- Improved supply of labour for local businesses, which will help support the Skipton Local Plans anticipated 800 jobs – through increased access to Skipton
- Better integration between rail and bus – through linking the Railway and Bus Stations
- Enable the delivery of 469 additional homes
- Enable the delivery of 7.6 hectares of commercial space and extensive public open space

Risks

4.81 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Land purchases for required works – mitigated by discussions with landowners and identification of alternative proposals to reduce level of land take/adapt existing land owned.
- Temporary or permanent impacts on junction proposals descope TCF proposal if plans are still unacceptable - mitigated by design adjustments
- Objections to removal of on-street parking spaces to install a cycle lane (may require design adjustment/de-scoping active travel corridor) – mitigated by potential de-scoping of the proposals to an advisory cycle lane
- Predicted scheme benefits may not be realised and judged unsuccessfully – mitigated by business case inclusion of Monitoring and Evaluation Plans/Benefits Realisation Plans and allocation of Business Change Managers to each project direction team to sit on the Programme Board monitoring benefits.
- Network Rail and Northern Rail support required for alterations to station plaza – mitigated by alternate design preparations and dialogue/workshop with parties over loss of staff car parking/general pay and display provision. May result in compensation for loss of parking revenue.
- Local stakeholder objections – mitigated by Craven District Council plans for targeted consultation with residents, business and other key groups, stakeholder workshops and potential to descope elements of project with significant objection.

Costs

- 4.82 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding for 'low' scenario is £5.803 million. Potential match funding contribution of up to £100,000 from North Yorkshire County Council is being developed and will be brought forward at the next stage of assurance process.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	01/02/2021

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

4.83 The forecast completion date for this package is 31 March 2023

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	To be confirmed
Project Manager	Rebecca Gibson, North Yorkshire County Council
Combined Authority case officer	Ian McNichol

Appraisal Summary

- 4.84 The package has a strong strategic fit in terms of its alignment with the priorities of the SEP and the objectives of the TCF. The issues, challenges and opportunities that the package is seeking to address, and the potential solutions are articulated. Key requirements to develop and deliver the package (planning, ownership, stakeholder engagement, detailed design etc.) are also set out. Further work will be required at the next stage of the assurance process to specify the constituents and responsibilities of the stakeholder and engagement and consultation plans along with measurement of outputs and benefits..
- 4.85 The package aims to deliver a 1.3% uplift in rail trips using Skipton Station, as well as 20% growth in active mode travel along routes improved as part of the wider package.

Recommendations

- 4.86 The Investment Committee recommends to the Combined Authority that:
- The Active and Sustainable Travel across Skipton Town package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).

- (ii) An indicative approval to the Combined Authority contribution of £5.803 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

Project Title	Active and Sustainable Travel to Selby Gateway
Stage	1 (eligibility)
Decision Point	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

- 4.87 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.88 Selby is the fastest growing district in North Yorkshire and has several major redevelopment sites within walking/cycling distance to the station and each other. Nearby key development sites are set to create thousands of jobs and over a thousand new homes. The scale of this development, and its potential impact on the local transport network, means that ensuring high quality sustainable travel links which connect the sites with the gateway area at the heart of Selby, are of vital importance.
- 4.89 The package will be comprised of an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Rail Station. The proposals include the following elements:
- station public realm enhancements,
 - bus station enhancements,
 - Cowie Drive improvements,
 - Olympia Park pedestrian and cycle bridge,
 - public realm improvements on Ousegate,
 - Selby Park Link (a direct active travel link between the station and the Abbey and town centre)
 - external station upgrades,

- sustainable travel measures (including cycle storage and electric vehicle charge-points),
- Portholme Road Link,
- upgrades to crossing facilities at The Crescent / Park Street junction,
- improved footways and cycle infrastructure between Station Road and the A19 .

4.90 A summary of the scheme's business case and location map is included in **Appendix 7**.

Clean Growth / Climate Change Implications

- 4.91 This package will reduce traffic volume, thereby reducing greenhouse gas emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.
- 4.92 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 4.93 Individual schemes' outputs and benefits will be brought forward when scheme outline business cases (OBCs) are presented. Overall package outputs and benefits will include:
- 4.94 The package outputs and benefits include:
- Improved air quality - by reduced traffic on the network
 - Constructed segregated cycle routes to provide an alternative to the over-reliant private car usage.
 - Increased usage of Selby Station to travel between Selby and the Wider Region for all journey purposes.
 - Increased access to and from the station to improve the residence access to key employment sites located outside Selby and within the region.
 - Reduced journey time between households and different services – by improved cycling and walking facilities
 - Enabling the delivery of at least 1,000 new homes
 - Enabling the delivery of 35 hectares of employment space and extensive public open space

Risks

- 4.95 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Land acquisition (including properties) – mitigated by early engagement with landowners.
- Objections to potential parking for companies within the area – mitigated by ongoing design work to manage and mitigate issues.
- Inability to complete works due to land or legal barriers – mitigated by ensuring sufficient preparation is taken to investigate implications and engage in discussions with partners.
- Potential difficulties in ground conditions of embankment for underpass – mitigated by undertaking ground investigations.
- Local stakeholder objections– mitigated by Selby District Council plans for targeted consultation with key groups, stakeholder workshops and potential to descope elements of project with significant objection.

Costs

- 4.96 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding for the 'low' scenario is £17.465 million. Potential match funding contribution of up to £1.897 million from Selby District Council and North Yorkshire County Council and potentially from Trans Pennine Express is being developed and will be brought forward at the next stage of assurance process.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/02/2021

Other Key Timescales

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

Assurance Tolerances

Assurance tolerances

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

Project Responsibilities

Senior Responsible Officer	North Yorkshire County Council - To be confirmed Julian Rudd, Selby District Council
Project Manager	Rebecca Gibson, North Yorkshire County Council
Combined Authority case officer	Ian McNichol

Appraisal Summary

- 4.98 The package has a strong strategic fit in terms of its alignment with the priorities of the SEP and the objectives of the TCF. The issues, challenges and opportunities that the package is seeking to address and the potential solutions are articulated. Progress on the key requirements to develop and deliver the package (ownership, stakeholder engagement, detailed design etc.) are also set out. Further work will be required at the next stage of the assurance process to refine scheme objectives, particularly in terms of how the outputs and benefits are defined and measured.
- 4.99 The package demonstrates 'medium' value for money, when assessed against the Department of Transport' value for money criteria based on assumptions around land value uplift for existing property values.

Recommendations

- 4.100 The Investment Committee recommends to the Combined Authority that:
- The Active and Sustainable Travel to Selby Gateway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - An indicative approval to the Combined Authority contribution of £17.465 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
 - Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

Project Title	'Connecting Leeds' towards Castleford and the Five Towns (A639)
Stage	1 (eligibility)
Decision Point	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

- 4.101 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.102 The Connecting Leeds towards Castleford & The Five Towns (A639) package is key to ensuring the extra demand for public transport, particularly buses, as well as walking and cycling measures, is met. The A639 corridor is an important route between Leeds city centre and Pontefract via south Leeds, with the number of homes and jobs set to increase further. However, it currently suffers from traffic congestion, air pollution and poor access to public transport and active travel facilities.
- 4.103 Central to this package is the investment in sustainable transport infrastructure that is essential for the sustained growth in housing in the Wakefield district. The proposals for this investment are:
- Introducing bus priority signals at certain junctions where bus speeds are particularly slow and convert carriageway to bus lane along sections of the corridor where bus speeds are significantly slow, including approaches.
 - Introducing of dedicated non-segregated cycle lanes at certain sections of the corridor.

- Formalised car parking along extended sections of the corridor where issues occur.
- Changes to routing and improvements to bus stops along the corridor.
- Traffic signal upgrade at all key junctions along the corridor where there is significant delay and capacity issues.

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

Clean Growth / Climate Change Implications

- 4.105 This package will reduce the number of private car journeys along this corridor, thereby reducing emissions and improving air quality. It will also encourage other active modes of transport including cycling and walking.
- 4.106 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 4.107 Individual schemes' outputs and benefits will be brought forward when scheme outline business cases (OBCs) are presented. Overall package outputs and benefits will include:
- 4.108 The package outputs and benefits include:
- Improved Air Quality – through reduced vehicle emissions
 - Improved end to end journey time for busses along the corridor – through transformation of the bus offer
 - Improved quality of pedestrian infrastructure, including access to bus stops
 - Improved facilities for cyclists along the corridor
 - Improved network safety for all users
 - Greater productivity and reduction in deprivation through improved access to employment/ development centres and training via sustainable modes

Risks

- 4.109 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Package costs increase from early estimates – mitigated by including an appropriate level of contingency and risk allowances and obtaining detailed survey information as early as possible
- Transfer of package design from Development to Delivery Partners – mitigated by having a single business case owner from SOC to FBC to ensure knowledge transfer, as well as having early contractor involvement in preliminary design to facilitate seamless transfer
- Public/stakeholder objections given the likely impact on car users and business/property owners – mitigated by holding public consultation at early stages and throughout process

Costs

4.110 The total package costs under the 'low' scenario is £10.9 million. The package costs under the 'core' and the 'high' scenario are £10.9 million. The detail of the interventions will be determined at the next stage of assurance process once more detailed design has been undertaken.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/03/2022

Other Key Timescales

4.111 The forecast completion date for this package is 31 March 2023

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	Graham West, Wakefield City Council
Project Manager	Fiona Limb
Combined Authority case officer	Ian McNichol

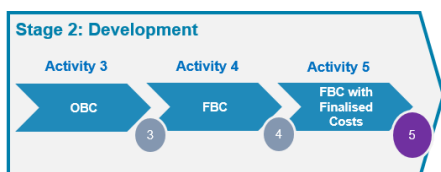
Appraisal Summary

- 4.112 The package has a strong strategic fit in terms of its alignment with the priorities of the SEP and the objectives of the TCF. The issues, challenges and opportunities along the current A639 are clearly and thoroughly articulated, and the package elements will clearly help to improve the route (outcomes and benefits have been detailed). Some further work will be required at the next stage of the assurance process to set out the requirements for service changes needed to satisfy the package objectives.
- 4.113 At present, the wider package level benefits comprise of active mode and bus user benefits, as well as highway user dis-benefits bus user benefits. Further work will be required at the next stage of the assurance process to refine scheme benefits, particularly in terms of productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 4.114 Further work is required at the next stage of the assurance process to understand how appraisal conclusions were reached, particularly for the appraisal of the short list of options. In addition, the assessment of wider benefits should be considered to strengthen the VfM position.

Recommendations

- 4.115 That Investment Committee recommends to the Combined Authority that:
- (i) The TCF 'Connecting Leeds' towards Castleford and the Five Towns (A639) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the total package value of £10.9 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



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

Project Title	Leeds City Centre Package: Armley Gyratory
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 4.117 The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan. The scheme is one of the 'Station Gateway' schemes funded under WY+TF.
- 4.118 Over the next ten years, Leeds city centre will be the focus of major changes through a series of infrastructure developments aimed at improving and transforming Leeds City Centre, public transport and promoting walking and cycling as active modes of travel
- 4.119 The Armley Gyratory scheme has been identified for delivery through the Leeds City Centre Package (CCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF). The CCP aspiration is to transform travel within the city centre through the removal of unnecessary through traffic, and re-prioritise

major routes to public transport, pedestrians, cyclists, and public realm. The programme includes the closure of City Square, highway downgrades to roads in the South Bank, and capacity improvements to junctions on the Inner Ring Road (IRR).

- 4.120 The Armley Gyratory scheme is integral to the CCP. It is a key junction on the Leeds Inner Ring Road and will be at the centre of a revised approach to redirect traffic around the IRR and away from the central area. Without increasing capacity at Armley Gyratory, the closure of City Square and subsequent increased economic benefits will be harder to achieve.
- 4.121 The Armley Gyratory scheme brings together a package of interventions. This includes the realignment of existing highway, a new northbound link through the centre of the gyratory, a revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm, increased capacity on A643 between the railway bridge and the gyratory (increasing from 3 lanes to 5), revised signal arrangements, improved active mode (walking and cycling) provision around the circumference of the gyratory, and a new shared space and active mode route across the central gyratory.
- 4.122 Scheme delivery will increase the capacity on the IRR and M621 orbital route and make capacity improvements between Junctions 1 - 4 and Junction 7 M621. As set out in paragraph 1.3, this is a requirement to reduce through-traffic in the city centre, including the South Bank, creating a quality environment attractive to development. The scheme will also encourage walking and cycling through the active mode and public space provision through the gyratory.
- 4.123 A summary of the scheme's business case and location map is included in **Appendix 9**.

Clean Growth / Climate Change Implications

- 4.124 The scheme will reduce congestion levels and deliver improved travel times, but to benefit, motorists will likely have to travel a slightly longer distance. As a result, appraisal reflects a forecast increase in carbon emissions as a result of this scheme.
- 4.125 The increase however is considered marginal when assessed over a 60 year appraisal period, and additionally the wider strategic context of the scheme and the City Centre Package should be considered. This includes the proposed closure of City Square and other complementary measures which in totality will deliver carbon savings in Leeds city centre and associated routes.

Outputs, Benefits and Inclusive Growth Implications

- 4.126 The scheme outputs and benefits include:
- Increase to the capacity on the Inner Ring Road (IRR) and M621 orbital route by reconfiguring Armley Gyratory and capacity improvements between Junctions 1 - 4 and Junction 7 M621 by 2022.

- The reduction of through-traffic in the city centre, including the South Bank creating a quality environment attractive to development.
- Increase travel to the city centre by sustainable modes of transport, with reduced congestion levels improving bus journey times and journey reliability, and the enhancement to travel provision for walking and cycling.
- The value for money assessment reflects a benefit cost ratio (BCR) of 2.58:1, judging the scheme as High value for money when assessed against the Department for Transport's value for money criteria.
- The scheme supports inclusive growth and a better quality of life by improving the accessibility and connectivity to employment, education and retail by reducing congestion levels at the Armley Gyratory junction, and by re-routing traffic away from the centre, the opportunity to enhance the public transport, active mode and public realm within the city centre.

Risks

4.127 The scheme risks include:

- Delay and increased costs due to major utility diversions, unknown ground conditions due to lack of ground investigation data, and contaminated land as a result of previous land use. To be mitigated through ongoing consultation with statutory undertakers and the undertaking of ground investigation surveys prior to detailed design during activity 4 (FBC), with a risk budget as calculated following a quantified risk assessment (QRA) profiled into the scheme costs.
- Scheme affordability should the budget be deemed insufficient to cover overspends of other works in the scheme package, for example works to the existing Network Rail bridge. To be mitigated by updating scheme costs at each design stage and review changes with the Combined Authority.
- Risk to the network resilience during delivery of construction works. To be mitigated with the development of a construction strategy to minimise impacts of construction on traffic flows and movements.

Costs

4.128 The scheme costs are:

- Total scheme cost estimate at outline business case (activity 3) is £61.5 million, to be wholly funded from the WY+TF.
- The scheme comes forward at outline business case (activity 3) at a total scheme cost estimate of £61.5 million.. The scheme is to explore cost reduction opportunities across enabling works, land assembly and risk

during activity 4 (full business case) through survey work, design development, and value engineering. The total scheme cost does reflect an increase to the initial feasibility estimate of £40.5 million.

- The Armley Gyratory scheme will be delivered through the Leeds City Centre Package (LCCP). The latest baseline indicative approval for LCCP is £66.8 million. Other schemes within LCCP are:
 - Corn Exchange Gateway
 - Infirmary Street Gateway
 - City Square Highway Works
 - LCCP complementary projects & coordination

The latest estimated cost for the full LCCP is £95.701 million.

A funding strategy is currently being developed to allow the full package to be delivered. Therefore, at this stage indicative approval for the previous approval is sought (£40.5 million), whilst the funding strategy is finalised. This allows the scheme to continue to Full Business Case.

- The scheme has expended £760,000 on outline business case development costs, funded from the £3.77 million LCCP programme approval.
- Approval of development costs of £5.08 million is now sought to progress the scheme to full business with finalised costs (activity 5). Of the approval sought, £3.58 million is to fund Leeds City Council and consultant staff fees and detailed design costs, with £1.5 million to fund early enabling and land assembly works during activity 4 (full business case) to support project delivery dates.
- The Combined Authority to enter into a Funding Agreement with Leeds City Council for expenditure up to £5.08 million from the WY+TF.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/11/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	29/01/2021

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

- 4.129 To support project delivery dates, enabling and land assembly works is forecast to be undertaken across summer 2020 as part of activity 4 (full business case).
- 4.130 The official construction commence date is forecast for January 2021.
- 4.131 The forecast practical completion date is December 2022.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of costs set out.
That the delivery programme remains within 3 months of the timescales set out.

Project Responsibilities

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

Appraisal Summary

- 4.132 The primary strategic driver for investment is the scheme's pivotal role in enhancing the highway capacity to accommodate for the increased traffic as a result of the City Square closure, and to re-route traffic away from the city centre to enable opportunity to re-prioritise major routes in the city centre to sustainable transport modes (bus, walking, cycling) as being developed through schemes from the City Centre Package (CCP) and the Leeds Public Transport Investment Programme (LPTIP). The business case reflects that this will additionally support better air quality and opportunity to enhance the public realm in the city centre, improving its attractiveness to encourage economic growth.
- 4.133 Although the scheme is very much focused on the road network, it does seek to enhance the active travel provision (walking and cycling) which will encourage modal shift especially for shorter journeys to and from the city centre.
- 4.134 The financial case however does reflect a significant cost increase from the initial estimates. To support affordability of the scheme and consequently delivery of the overarching programme of works through the CCP and LPTIP, engagement is being had with the Combined Authority on the development of a funding strategy which will be put forward to members for endorsement at a future meeting.

- 4.135 The commercial and management cases are suitably presented, with further work to develop both cases to be undertaken at full business case (activity 4) as the scheme develops.
- 4.136 Similarly, the value for money assessment has been adequately presented, with the quality of appraisal work and evidence acceptable to support the High value for money benefit cost ratio of 2.58:1.

Recommendations

- 4.137 The Investment Committee recommends to the Combined Authority that:
- (i) The Armley Gytratory scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the total project value of £40.5 million is given from the WY+TF 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).
 - (iii) Development costs of £5.08 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), taking the total project approval to £5.08 million.
 - (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £5.08 million from the WY+TF fund.
 - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	CIP Phase 1 Holmfirth Town Centre
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 4.138 The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan. The scheme is one of the 'Station Gateway' schemes funded under WY+TF.
- 4.139 The A6024/A635 and Holme Valley route plays a key role in the Kirklees District, but within the current highway network and local area several issues such as conflicts between turning movements, resulting in high congestion levels constraining economic growth have been identified. Therefore, to resolve these issues, the Holmfirth Town Centre scheme has been identified for delivery through Phase 1 of the Corridor Improvement Programme.
- 4.140 The CIP is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), which aims to improve connectivity and accessibility to support economic growth. In order to achieve this the programme aims to deliver an 8% reduction in journey times for all traffic, with a higher target of 12% reduction in journey times for buses.
- 4.141 The scheme comprises of a series of measures including the rationalisation and upgrading of the existing signal-controlled junctions, the widening of footways, improvements to pedestrian crossings, public realm and bus stops, and the inclusion of electric vehicle charging points. Of note is the incorporation of a footway / cycleway link over the River Holme via the existing Market Hall site (which will be demolished).

- 4.142 As a result of scheme delivery, it is anticipated to reduce journey times and improve journey reliability for all modes, reducing congestion and improving accessibility to Holmfirth. Additionally, it will improve the walking provision and better facilitate pedestrian movement, encouraging active mode travel.
- 4.143 In terms of cycling provision, inclusion of meaningful cycling infrastructure has been limited given the width of streets within the town centre do not allow adequate space for cycle lanes, whilst the challenging terrain in and around Holmfirth serve to constrain the opportunity to improve cycle connectivity. Based on consultation feedback, the scheme does propose the inclusion of E-Bike charging points and storage facilities to encourage a shift towards the use of sustainable travel, with a view to exploring other avenues to promote the use of E-Bikes in the area. The promoter to provide further details at full business case (activity 4).
- 4.144 The scheme will also support the Holme Valley aspirations to encourage tourism and increase visitor appeal; and maintain the character of the Conservation area. As a result, it can be acknowledged the scheme is very much focussed on improving the streetscape / public realm as much as it is to provide transport journey time benefits.
- 4.145 The scheme comes forward at activity 3 (outline business case) at a total cost estimate of £3.97 million, to be funded from the WY+TF.
- 4.146 A summary of the scheme's business case and location map is included in **Appendix 10**.

Clean Growth / Climate Change Implications

- 4.147 The reduction in journey times will underpin the aim to improve air quality in Holmfirth,. The scheme also provides charging points for three electric vehicles and five E-bikes respectively in support of the governments' Clean Growth Strategy and the need to reduce pollutants generated by vehicles. This will provide the charging network required to encourage a transition to more sustainable modes of transport,
- 4.148 The improvements to journey times will also benefit local bus services, to help make this a more attractive mode of transport and therefore has further potential to reduce carbon impact.
- 4.149 A Carbon Impact Assessment for the scheme will be undertaken during the next stage of project development.

Outputs, Benefits and Inclusive Growth Implications

- 4.150 The scheme outputs and benefits include:
- Reduce congestion and improve accessibility to Holmfirth by improving journey times to and through Holmfirth town centre by a minimum of 12% compared to the 2018 observed traffic data within 12 months of the scheme opening.

- Support the aspirations of the Draft Holme Valley Neighbourhood Plan to encourage tourism and increase Holmfirth's visitor appeal by improving pedestrian facilities within Holmfirth town centre.
- To maintain the character of the Conservation Area, improving public realm and creating a Quality Place.
- To have a neutral impact on the Killed and Seriously Injured accidents by 2027 against the 2015 – 2019 baseline and where possible positively contribute to the West Yorkshire target to reduce Killed and Seriously injured casualties resulting from road traffic collisions by 42% by 2027.
- To have a neutral and, where possible, positive impact on local Air Quality by not negatively impacting local air quality against the 2019 baseline.
- The value for money assessment presents a benefit to cost ratio (BCR) of 5.51:1, judging the scheme as Very High value for money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case to be undertaken during the next stage of business case development.
- The scheme supports inclusive growth principle of a better quality of life by reducing congestion and improving air quality, and through enhancing connectivity and walking provision in the town centre for pedestrians, encouraging active travel.

Risks

4.151 The scheme risks include:

- Lack of stakeholder buy-in including statutory bodies and general public. This will result in additional time and cost required to address design issues and manage stakeholders. To be mitigated by ensuring early involvement and good communication and engagement processes are followed.
- Temporary works requiring Environment Agency (EA) consents will result in increased construction costs. To be mitigated by having early communication with the EA to double check if consent is required for these works.
- Delays during construction stage, for example Asbestos is identified, increasing the scheme cost due to programme delay. To be mitigated through early engagement with the necessary statutory undertakers and by undertaking an Asbestos survey ahead of demolition of market hall.
- Objections received to Traffic Regulation Orders (TRO) required for changes to parking restrictions. This will result in an inability to implement the element of the scheme that requires a TRO, causing delay and would

affect the quality of the scheme. To be mitigated by ensuring early engagement and implementation of TRO with the traffic team.

Costs

4.152 The scheme costs are:

- The total scheme cost estimate at outline business case is £3.97 million, to be wholly funded from the WY+TF.
- It should be noted the scheme has a £4.9 million allocation from the WY+TF in the CIP phase 1 programme therefore reflects a cost saving of £930,000, which is to be put towards the CIP phase 1 programme contingency pot.
- Approval of additional development costs of £640,000 from the WY+TF is now sought, taking the total approval to £890,000.
- The Combined Authority to enter into an addendum to the existing funding agreement with Kirklees council for expenditure up to £890,000 from the WY+TF.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/08/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2022

Other Key Timescales

4.153 Construction commence is forecast for January 2022.

4.154 Practical completion is predicted for January 2023.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of that set out.
That the delivery programme remains within 3 months of the timescales set out.

Project Responsibilities

Senior Responsible Officer	Andy Norman, Combined Authority
Project Manager	Sarah Kearns, Kirklees Council
Combined Authority case officer	Asif Abed

Appraisal Summary

- 4.155 The strategic drivers are suitably established with the scheme reflecting an ambition to support the reduction to congestion levels for all modes by addressing the conflict between uses at a busy junction in the town centre (pedestrian use of a zebra crossing causing consequential queuing to motorised vehicles), to enhance the pedestrian provision with widened footways and the introduction of a new footway / cycleway link over the River Holme, and to improve the streetscape and urban realm of the town centre.
- 4.156 Provision for dedicated public transport infrastructure however is limited, and in combination with the constraints of the town centre and surrounding area, so is the opportunity for meaningful cycling provision.
- 4.157 It should however be acknowledged that the preferred option scheme is a response to the significant objection received from residents and businesses to the previous 'highway link' proposal, and on balance consultation now reflects a much-improved level of support.
- 4.158 The business case also demonstrates the scheme is affordable, whilst key risks to deliverability have been highlighted, and a value for money assessment which judges the scheme as Very High value for money – albeit further work has been recommended to refine the economic case.

Recommendations

- 4.159 The Investment Committee recommends to the Combined Authority that:
- (i) The Holmfirth Town Centre project proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the total project value of £3.97 million is given from the WY+TF 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).

- (iii) Additional development costs of £640,000 are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £890,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £890,000 from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	City Connect: Cross Church Street
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 4.160 The City Connect Cross Church Street scheme is to be delivered through the City Connect Phase 3 programme, which seeks to build on the cycling network delivered through the Department for Transport's Cycle City Ambition Grant (CCAG) across West Yorkshire in phases 1 and 2 - to make cycling the natural choice and accessible to everyone.
- 4.161 Members at the Combined Authority Board of 28 June 2018 granted indicative approval of £14.824 million phase 3 programme costs, with the West Yorkshire plus Transport Fund (WY+TF) contributing £12.053 million and £2.371 million from CCAG.
- 4.162 The Cross Church street scheme will see delivery on a 0.33km route in Huddersfield town centre of which a key feature is the transformation of Cross Church street (and Queens street) from a motorised route to one to benefit pedestrians and cyclists.
- 4.163 The scheme will introduce automated bollards and automatic number plate recognition (ANPR) to limit access to loading vehicles at restricted times, as well as relocate taxi ranks and re-route the free town bus service. As a result, this will reassign a significant volume of motorised vehicle traffic away from this central town centre route, giving greater priority and accessibility to pedestrians and cyclists, including a two-way cycle route and step change in the quality of public realm.
- 4.164 The scheme is predicted to deliver journey time savings for cyclists travelling southbound, improve accessibility and connectivity to education, retail and public transport (bus and rail), and contribute to an increase in pedestrian footfall, supporting retail and economic growth as per Huddersfield Blueprint town centre plan – 'to create a thriving, modern day town centre'.

- 4.165 It should be noted that significant engagement has been held with the public, taxi operators and businesses on the proposals. As a result, the journey time increase to the free town bus service will be minimal, coupled with revised bus stop locations to maintain easy access to the town centre. Additionally, a taxi rank will be provided on Queen Street, exiting via King Street, limiting any disruption to operations and accessibility.
- 4.166 The scheme comes forward at outline business case (activity 3) with a total scheme cost estimate of £2.090 million, of which £1.291 million is sought from the WY+TF and £799,000 to be contributed from the council's Town Centre Capital Fund.
- 4.167 A summary of the scheme's business case and location map is included in **Appendix 11**.

Clean Growth / Climate Change Implications

- 4.168 As a result of scheme delivery, a 90% decrease in vehicle traffic along this central route in the town centre is expected, with controlled access to loading vehicles only. This will see a significant re-prioritisation of the route to pedestrians and cyclists.
- 4.169 As a result, with opportunity for enhancements to the cycling and walking provision, improvements to the public realm, the scheme will encourage changes to travel behaviour from the private car to walking and cycling, which will contribute to the clean growth ambitions of Kirklees Council and the Leeds City Region.

Outputs, Benefits and Inclusive Growth Implications

- 4.170 The scheme outputs and benefits include:
- Decrease vehicular traffic by 90% to provide a more pedestrian and cycle friendly environment.
 - Increase the total length of streets accessible to cyclists by 330 metres.
 - Contribute to an increase in footfall in the town centre by 10%, to promote business growth and investment, measured by the number of pedestrian visits.
 - Contribute to a clean, attractive environment, measured by a reduction in atmospheric pollutants.
 - The value for money assessment reflects a benefit cost ratio (BCR) of 3.89:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.
 - The scheme supports inclusive growth of a better quality of life by enhancing the urban environment and streetscape, by supporting improved air quality with a significant removal of motorised vehicles and

will encourage active travel (walking and cycling) with improved infrastructure and connectivity.

Risks

4.171 The scheme risks include:

- Gas, water, and sewer mains within the vicinity of the proposed automatic bollards location on King street mean they cannot be installed, which could delay construction timescales, increase scheme costs, and impact the scheme design. To be mitigated through further statutory investigations, with the design to be considered following the outcome of the assessment.
- Highways not doing site visits to carry out safety audits as result of Covid-19 (currently delaying stage 2 of the audit) delaying programme timescales. Covid-19 guidance has been prepared by highways with an update pending.
- Traffic Regulation Order's (TRO) suspended as a result of Covid-19, impacting on the construction timeline. Covid-19 guidance has been drafted and now awaiting update from highways as to when TRO consultations are to proceed.

Costs

4.172 The scheme costs are:

- The total scheme cost estimate at outline business case (activity 3) is £2.090 million. The WY+TF is to fund £1.291 million, with a £799,000 contribution from the council's Town Centre Capital Fund.
- Following a revision to the City Connect programme costs in March 2020, a further £15,000 from the WY+TF has been allocated to the scheme's initial development cost approval, increasing it to £65,000.
- Approval of an additional £115,000 from the WY+TF is now sought to progress the scheme to full business case with finalised costs (activity 5), taking the total approval to £180,000.
- The Combined Authority to enter into a funding agreement with Kirklees Council for expenditure up to £180,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020

5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/10/2020
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Other Key Timescales

4.173 To support project delivery dates, enabling works of the construction programme is to commence at risk in August 2020, with submission of the full business case with finalised costs (activity 5) anticipated for September 2020. The promoter is exploring opportunity to mitigate any works to be undertaken at risk by reviewing the business case submission timescale and the current construction programme.

4.174 Practical completion is forecast for August 2021.

Assurance Tolerances

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

Project Responsibilities

Senior Responsible Officer	Keith Bloomfield, Kirklees Council
Project Manager	Steven Hanley, Kirklees Council
Combined Authority case officer	Asif Abed

Appraisal Summary

4.175 The strategic drivers are suitably established, accepting the scheme is very much a pedestrianisation and public realm enhancement scheme to support the regeneration and place making ambitions of the town centre (the Huddersfield Blueprint). Additionally, there is provision to support cycling with a shared and safe two-way cycle route for north/south travel which will integrate with the wider cycle network being delivered through other schemes, for example through the Huddersfield Southern Gateway Corridor Improvement Programme (CIP) scheme at Queensgate.

4.176 The commercial case is adequately presented detailing an in-house procurement approach which would be considered appropriate for this scope of scheme, whilst the management case suitably details the project delivery team, governance arrangements, project risks, and the delivery programme. This includes the potential delay to activities as a result of Covid-19.

4.177 The value for money assessment presents a high value for money scheme, with the quality of appraisal and evidence base considered satisfactory, whilst the financial case demonstrates scheme affordability.

Recommendations

4.178 The Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Cross Church scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case plus costs).
- (ii) An indicative approval to the Combined Authority's contribution of £1.291 million (which will be funded through the West Yorkshire plus Transport Fund) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.09 million.
- (iii) Additional development costs of £115,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £180,000.
- (iv) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure of up to £180,000 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Halifax Station Gateway
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 4.179 The Halifax Station Gateway (HSG) scheme, funded through the Transforming Cities Fund and WY+TF, will provide significant access improvements to the rail station for sustainable and active transport as well as upgrades to the station buildings to enhance passenger experience. It forms part of a wider programme of improvements in and around Halifax Town Centre including the A629 Phase 2 scheme (WY+TF) which will provide improved pedestrian and cycling connections to across the town centre and linking to the rail station.
- 4.180 The scheme is part funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan. The scheme is one of the 'Station Gateway' schemes funded under WY+TF.
- 4.181 The scheme is also funded through the Department for Transport's Transforming Cities Fund (TCF), as part of the Halifax Walking and Cycling Transformational Package. 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 and their city regions.
- 4.182 The scheme will involve the construction of a new two-storey station building and pedestrian bridge improving connections to Halifax Town Centre. The scheme will also involve re-opening the underpass connecting the station to the eastern side of the railway and the Nestle site. The scheme also involves

changes to the Nestle site to provide connections into the Hebble Trail and the creation of amenity space. To the south the arrangements for parking and access to the Eureka! visitor attraction will be reconfigured to allow for changes in parking at the front of the new station building.

- 4.183 Along with physical improvements to the station and the surrounding area, the scheme aims to improve accessibility and perceptions of the town, promote rail use as well as interchange with other transport modes (especially bus and cycling and walking) and encourage investment in development sites around the station through improved public spaces. These should, in turn, have wider environmental and carbon impact benefits.
- 4.184 The scheme also contributes to the Leeds City Region Strategic Economic Plan (SEP) by creating approximately 284 net additional jobs as well as £12.80 million of GVA per annum. The scheme will also aid the delivery of the West Yorkshire Transport Strategy targets that aim to increase cycling and walking, the take-up of public transport and reduce car usage. The scheme supports SEP regeneration priorities and the principle of 'Good Growth' and will help to deliver an improved town centre which will influence future investment decisions.
- 4.185 A summary of the scheme's business case and location map is included in **Appendix 12.**

Clean Growth / Climate Change Implications

- 4.186 The scheme aims to increase the use of sustainable modes of transport (rail, bus, cycling and walking) leading to a reduction in carbon emissions.
- 4.187 Part of the scheme involves the creation of an amenity space to the east of the railway line. This will include provision of improved biodiversity through Sustainable Drainage Systems (SUDS) and allow higher quality species such as particular tree species to thrive. It will also provide a better habitat for wildflowers and create improved access to green space and nature, including better connectivity to Hebble Brook.

Outputs, Benefits and Inclusive Growth Implications

- 4.188 The scheme outputs and benefits include:
- Improvements to the rail 'offer' in Halifax by constructing a new railway station building and associated improvements.
 - Improved connections between the town centre and the railway station and across to the east via the reopened underpass.
 - An increase in rail use and cycling and walking along with other benefits to public transport leading to reductions in car use. This will help to achieve the targets in the West Yorkshire Transport Strategy.

- Approximately 284 net additional jobs as well as £12.8 million of GVA per annum.

4.189 The scheme programme anticipates that construction will commence in August 2022 and overall construction will be completed in December 2024.

4.190 The scheme has been assessed to represent 'high' value for money at this stage.

4.191 The scheme is in line with Leeds City Region aspirations for inclusive growth and should help to deliver reduced carbon impacts from transport and other environmental benefits.

Risks

4.192 The main scheme risks identified include:

- *Not securing sufficient funding.* Mitigation includes the development of the funding strategy to identify alternative funding options
- *Allocation of revenue costs is not agreed.* Negotiations with rail stakeholders (Network Rail and Northern) will take place during Full Business Case (FBC) stage
- *Cost overruns are experienced during delivery.* Mitigation includes allocation of contingency and a QRA has been completed for this scheme.

Costs

4.193 The scheme costs are:

- The current total forecast cost is £33.621 million:
 - £10.60 million from the West Yorkshire plus Transport Fund
 - £22.50 million from the Transforming Cities Fund. But this represents the high scenario. £16.50 million is currently allocated in the low scenario. There is an ambition to progress all TCF projects at the 'High' scenario funding level and therefore a funding strategy for this scheme at the 'High' scenario is being explored. TCF funding approval is subject to approval of Halifax Walking Cycling and Bus Transformation SOC Package which will come forward in Summer 2020.
 - Calderdale MBC are looking to provide funding of £521,000 through prudential borrowing
- The indicative approval at this stage represents the low scenario, therefore the Combined Authority contribution to the scheme will be £27.10 million (£10.6 million + £16.50 million).

- To date £1.505 million has been approved for development costs for the scheme, consisting of £1.355 million from WY+TF and £150,000 early development funding from TCF.
- As a part of this approval, to develop the business case, £4.031 million development cost is being requested. £810,000 from WY+TF and £3.221 million from TCF. This brings the total development cost approval to £5.536 million

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	31/05/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2022

Other Key Timescales

Planning permission and listed building consent received: November 2020

Start of Construction: August 2022

Completion of TCF elements: March 2023

End of Construction: December 2024

Assurance Tolerances

Assurance tolerances
That the total project cost remains within 10% of the costs identified within this report. That the project delivery timescale remains within three months of the timescales identified within this report.

Project Responsibilities

Senior Responsible Officer	Marc Cole (interim)
Project Manager	Sarah Callaghan

Appraisal Summary

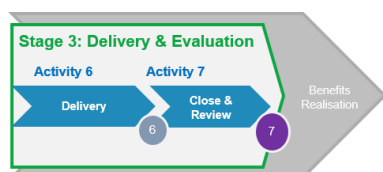
- 4.194 The scheme has a strong Strategic Case which aligns with national, sub-national and local strategies and links with other schemes and developments in Halifax Town Centre.
- 4.195 Option selection and shortlisting has taken place in a number of stages, with a preferred option emerging from a multi criteria assessment against the previously preferred scheme. The Economic Case suggests that the preferred scheme has a 'high' value for money, but this assessment is very sensitive to assumptions about the 'value' of the station improvements and the impact these improvements have on passenger numbers.
- 4.196 The Financial Case specifies the capital cost of the scheme, together with the operation and maintenance costs. There is a funding 'gap' which may be largely closed if it is decided to fund the scheme at the level indicated in the 'high' TCF scenario. Opportunities for contributions from other beneficiaries of the scheme are to be explored. Allocation of revenue costs needs to be agreed at FBC.
- 4.197 The Management Case is strong with a delivery team and project board already in place. The programme for delivery of the scheme is ambitious given the scale and nature of the work involved and the TCF and WY+TF deadlines. More details on the delivery timeframes is required at FBC, together with consideration of the multiple dependencies with the A629 P2 scheme and other constraints identified in the Outline Business Case (OBC).

Recommendations

- 4.198 That Investment Committee recommends to the Combined Authority that:
- (i) The Halifax Station Gateway project proceeds through decision point 3 and work commences on activity 4 (Full Business Case).
 - (ii) An indicative approval to the Combined Authority's contribution of £27.10 million (which will be funded through £10.60 million from the WY+TF fund and £16.50 million from the TCF fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs). The total project value is £33.621 million.
 - (iii) Additional development costs of £4.031 million are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £5.536 million.

- (iv) The Combined Authority enters into a funding agreement with Calderdale MBC for expenditure of up to £810,000 from the WY+TF fund and £3.221 million from the TCF fund. This is in addition to the existing funding agreement for expenditure of £1.505 million from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. These will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation



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

Project Title	Monitoring, Evaluation and Bid Development
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 5)

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

- 4.200 The scheme will be funded from the Local Transport Plan – Integrated Transport Block. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.
- 4.201 The scheme consists of a range of monitoring, evaluation and bid development activities to support delivery of the West Yorkshire Transport Strategy 2040 and its ambition to create a modern, world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable.
- 4.202 The scheme is a continuation of a five-year programme which started in 2017. Years one and two of the programme have been delivered with outputs including:

- Annual tracker surveys, recording levels of satisfaction with public transport
- Procurement of software licences, including the Basemap Highways Analyst tool, which increases understanding of congestion on the Region's highways
- TrafficMaster Dashboard, used for analysis of congestion on key highway corridors

4.203 The lessons learned have been used to determine the activities delivered during the remainder of the programme. These include:

- Annual tracker surveys, now likely to be modified to track Covid-19 impacts, for example, factors affecting re-uptake of public transport
- Renewal of Basemap Highways Analyst tool, as partner councils have expressed a strong interest in retaining the tool as it has multiple uses including model building and supporting bidding work
- Camera-based surveys of movements of people and goods and environmental surveys including air quality and noise to support the new Healthy Streets Demonstration project
- Development of the Active Travel Dashboard, which combines various cycling and walking data for monitoring studies and bid development

4.204 The scheme's monitoring and evaluation approaches can also be adapted to provide data to increase understanding of the impact of Covid-19. This will help inform the Combined Authority's response to supporting the Region's economic recovery.

4.205 Total scheme costs for the five-year programme are £750,000, to be funded from the Local Transport Plan – Integrated Transport Block. Years one and two of the scheme have been delivered at a cost of £300,000 and this Change Request (activity 5) is seeking approval to spend £450,000 for the remaining three years of the programme, indicatively approved by the Combined Authority on 25 April 2019.

4.206 This funding is intended to maintain and build on the work started in programme years one and two, as well as enable additional monitoring and evaluation projects to support the West Yorkshire Transport Strategy 2040 and the Combined Authority's Covid-19 response and economic recovery plans.

Clean Growth / Climate Change Implications

4.207 The scheme will enable work to continue on providing detailed evidence and analysis of the contribution of individual programmes and projects to inform the detailed development of future years programmes. This evidence includes data related to public transport usage, camera-based surveys of movements

of people and goods and environmental surveys including air quality and noise.

Outputs, Benefits and Inclusive Growth Implications

4.208 The scheme outputs and benefits include:

- Monitoring and evaluation activities, providing evidence and data to inform the Combined Authority's response to COVID-19 and support the Region's economic recovery.
- Being an essential part of the Performance Management Framework for the West Yorkshire Transport Strategy 2040 and contributing to the maintenance and development of the evidence base for the Strategy
- Providing detailed evidence and analysis to inform the detailed development of future years programmes

Risks

4.209 At this stage there are no high risks to the delivery of this scheme.

Costs

4.210 The scheme will be funded from the Local Transport Plan – Integrated Transport Block. The total scheme costs are £750,000 for the five-year programme (£150,000 per annum) with the Combined Authority contributing £750,000.

4.211 Years one and two of the programme have been delivered at a cost of £300,000. This Change Request is seeking approval to spend the remaining £450,000.

4.212 Resource constraints in 2019/20 meant activities planned for this year were delayed. Resource is now in place, to manage the backlog and deliver the delayed activities, in addition to those planned for 2020/21 and 2021/22. Delivery will therefore be over two years and not three years as outlined in the Combined Authority's original indicative approval.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 5)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	09/06/2020

Other Key Timescales

4.213 Scheme completion date - March 2022

Assurance Tolerances

Assurance tolerances
Cost increases up to 10% can be approved by the Managing Director. That the delivery programme remains within 3 months of the timescales set out.

Project Responsibilities

Senior Responsible Officer	Steve Heckley
Project Manager	Richard Dale
Combined Authority case officer	Helen Feltrup

Appraisal Summary

- 4.214 This Change Request is seeking approval to spend the indicative allocation of £450,000 to continue the five-year programme of work to support delivery of the West Yorkshire Transport Strategy 2040 and support the Combined Authority's response to COVID-19 and the Region's economic recovery
- 4.215 The funding will support the continuation of a wide range of activities and see new projects initiated to ensure an effective monitoring, evaluation and bid process is in place for the Combined Authority.

Recommendations

- 4.216 The Programme Appraisal Team recommends that the Investment Committee approves that:
- (i) Activity 5 Change Request for full approval to spend the indicative allocation of £450,000, approved by the Combined Authority on 25 April 2019 from the Local Transport Plan - Integrated Transport Block Programme 2019-2022.
 - (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.

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

Emergency Active Travel Funding

- 9.1 The Investment Committee recommends to the Combined Authority that:
- (i) The Emergency Active Travel Funding work commences on Activity 6 (Delivery).
 - (ii) Approval for the expenditure of DfT Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £2.513 million, but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
 - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partner councils is delegated to the Managing Director.

A641 Bradford-Brighouse-Huddersfield Corridor

- 9.2 The Investment Committee recommends to the Combined Authority that:
- (i) The A641 Bradford Huddersfield Corridor project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £75.54 million to be funded through the West Yorkshire plus Transport Fund is

given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £95.1 million.

- (iii) Additional development costs of £1.335 million are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £2.129 million.
- (iv) The Combined Authority enter into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £2.129 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth

9.3 The Investment Committee approves that:

- (i) The Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth proceeds through decision point 2 and work commences on activity 4 (full business case)
- (ii) An indicative approval to the Combined Authority's contribution of £1.9 million from the Local Transport Plan – Integrated Transport Block fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £438,000 are approved to progress the scheme to decision point 5, taking the total approval to £438,000
- (iv) 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.

'Connecting Leeds' from South Leeds and through Wakefield (A61 South)

9.4 The Investment Committee recommends to the Combined Authority that:

- (i) The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Active and Sustainable Interchange for Harrogate

9.5 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Interchange for Harrogate package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval for the Combined Authority contribution of £7.893 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

Active and Sustainable Travel across Skipton Town Centre

9.6 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Travel across Skipton Town package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution of £5.803 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5

through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

Active and Sustainable Travel to Selby Gateway

- 9.7 The Investment Committee recommends to the Combined Authority that:
- (i) The Active and Sustainable Travel to Selby Gateway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority contribution of £17.465 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

'Connecting Leeds' towards Castleford and the Five Towns (A639)

- 9.8 The Investment Committee recommends to the Combined Authority that:
- (i) The TCF 'Connecting Leeds' towards Castleford and the Five Towns (A639) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the total package value of £10.9 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Leeds City Centre Package: Armley Gyratory

- 9.9 The Investment Committee recommends to the Combined Authority that:
- (i) The Armley Gyratory scheme proceeds through decision point 3 and work commences on activity 4 (FBC).

- (ii) An indicative approval to the total project value of £40.5 million is given from the WY+TF 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).
- (iii) Development costs of £5.08 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), taking the total project approval to £5.08 million.
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £5.08 million from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

CIP Phase 1 Holmfirth Town Centre

9.10 The Investment Committee recommends to the Combined Authority that:

- (i) The Holmfirth Town Centre project proceeds through decision point 3 and work commences on activity 4 (FBC).
- (ii) An indicative approval to the total project value of £3.97 million is given from the WY+TF 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).
- (iii) Additional development costs of £640,000 are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £890,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £890,000 from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

City Connect: Cross Church Street

9.11 The Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Cross Church scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case plus costs).
- (ii) An indicative approval to the Combined Authority's contribution of £1.291 million (which will be funded through the West Yorkshire plus Transport Fund) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.09 million.
- (iii) Additional development costs of £115,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £180,000.
- (iv) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure of up to £180,000 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision 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.

Halifax Station Gateway

9.12 The Investment Committee recommends to the Combined Authority that:

- (i) The Halifax Station Gateway project proceeds through decision point 3 and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £27.10 million (which will be funded through £10.60 million from the WY+TF fund and £16.50 million from the TCF fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs). The total project value is £33.621 million.
- (iii) Additional development costs of £4.031 million are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £5.536 million.
- (iv) The Combined Authority enters into a funding agreement with Calderdale MBC for expenditure of up to £810,000 from the WY+TF fund and £3.221 million from the TCF fund. This is in addition to the existing funding agreement for expenditure of £1.505 million from the WY+TF fund.

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. These will be subject to the scheme remaining within the tolerances outlined in this report.

Monitoring, Evaluation and Bid Development

9.13 The Programme Appraisal Team recommends that the Investment Committee approves that:

- (i) Activity 5 Change Request for full approval to spend the indicative allocation of £450,000, approved by the Combined Authority on 25 April 2019 from the Local Transport Plan - Integrated Transport Block Programme 2019-2022.
- (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.

10 Background documents

10.1 None as part of this report.

11 Appendices

Appendix 1 – Background to Assurance Framework

Appendix 2 – Business Case Summary – A641 Bradford – Huddersfield Corridor

Appendix 3 – Business Case Summary - Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth

Appendix 4 – Business Case Summary - 'Connecting Leeds' from South Leeds and through Wakefield (A61 South)

Appendix 5 – Business Case Summary – Active & Sustainable Interchange for Harrogate

Appendix 6 - Business Case Summary – Active and Sustainable Travel across Skipton Town Centre

Appendix 7 – Business Case Summary - Active and sustainable travel to Selby Gateway

Appendix 8 – Business Case Summary - 'Connecting Leeds' towards Castleford and the Five Towns (A639)

Appendix 9 – Business Case Summary – Armley Gyratory

Appendix 10 – Business Case Summary – Holmfirth Town Centre

Appendix 11 – Business Case Summary – City Connect: Cross Church Street

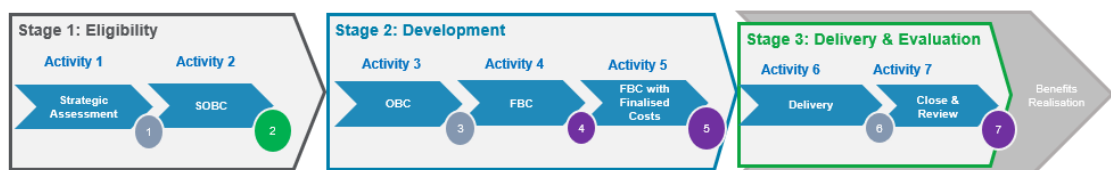
Appendix 12 – Business Case Summary – Halifax Station Gateway

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

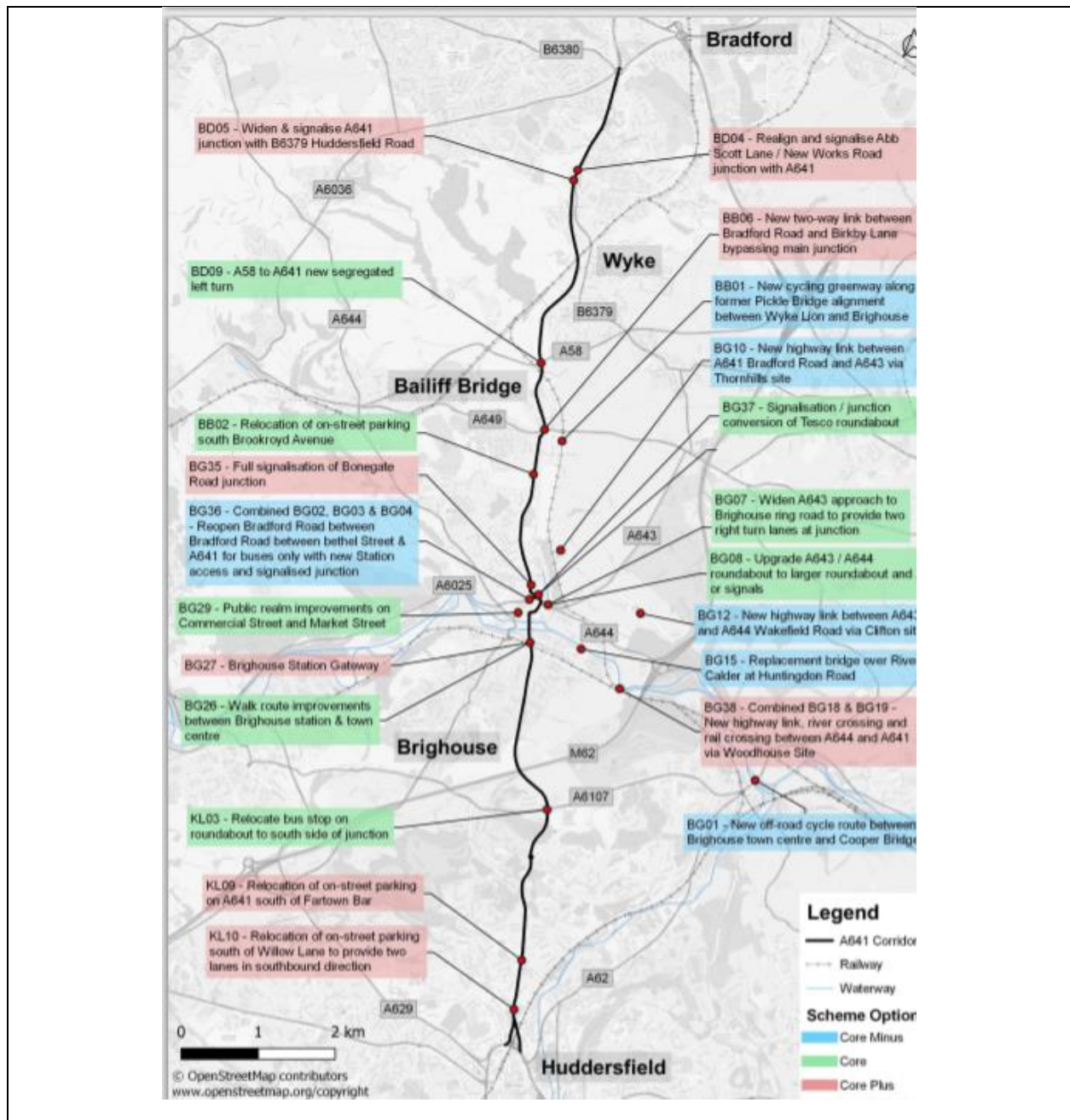
Name of Scheme:	A641 Bradford Huddersfield Corridor
Location of Scheme:	A641 corridor from Odsal Top (BD6 1) to Huddersfield Ring Road (HD1 6), including a stretch of the A644 from Brighouse town centre to M62 Junction 25 (HD6 4)
PMO Scheme Code:	WYTF-PA4-009
Lead Organisation:	Calderdale City Council
Senior Responsible Officer:	Steven Lee, Calderdale City Council
Lead Promoter Contact:	Hollie Good
Combined Authority Lead/ Programme Manager:	Caroline Coy
Case Officer:	Asif Abed
Applicable Funding Stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Combined Authority approvals to date:	<p>Decision Point 1: EOI May 2017</p> <p>Decision Point 2: Case Paper September 2017. Deferred from progressing to OBC. Approval of £0.630m taking total development cost approval to £0.730m to support further work at Activity 2. Total cost estimate presented as £92m of which £52m to be funded through the WY+TF.</p> <p>November 2018 – approval of a further £0.064m to support Multi Modal Model, taking total approval to £0.794m.</p> <p>Transport Fund re-baseline exercise 2020 – the scheme has an allocation of £75.54 million from the WY+TF. This included an estimated Quantified Risk Assessment of £23.32m.</p>
Forecasted Full Approval Date (Decision Point 5):	June 2024
Forecasted Completion Date (Decision Point 6):	December 2025
Total Scheme Cost for the preferred way forward (£):	£95.1m (for the Preferred Way Forward option)
WYCA Funding (£):	£75.54 million
Total other public sector investment (£):	<p>To be determined</p> <p>Possibility of complimentary funding from other transport fund programmes such as CityConnect, CIP, and TCF.</p>

	Possibility of securing £4.5m from the Northern Powerhouse Investment Fund (NPIF). Delivery timescales however maybe an issue.
Total other private sector investment (£):	Significant contribution from developers to be sought. The level of contribution to be determined once the scheme scope is finalised.
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No – but supports delivery of the WY+TF

A.1	Scheme Description
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The A641 is part of the defined West Yorkshire Key Route Network. Given the position of the scheme between three local authorities and with direct connection to the motorway network, a strategic intervention is needed to support the local and regional economy and ensure good growth occurs which supports sustainable modes of travel whilst utilising and enhancing the existing blue and green infrastructure in the area.

The proposed Preferred Way Forward scheme is made up of a series of interventions as set out in the scheme plan below:



A.2 Business Case Summary

Strategic Case

The A641 forms part of the Key Route Network (KRN) between Huddersfield and Bradford, carrying 38,000 vehicles per day. It also provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644).

Workshops completed in 2016 and 2019 supported the identification of several transport-related issues experienced along the corridor including:

- Slow and unreliable bus journey times along the corridor, limiting the attractiveness and usage of bus travel
- Car dominated highway network

- Poor air quality (designated Air Quality Management Area (AQMA))
- Delay and congestion along the corridor for all modes, reducing accessibility
- Limited and unattractive pedestrian and cyclist facilities and crossings
- Poor connectivity between Brighouse town centre and rail station, constraining modal transfer
- Environmental issues relating to impacts of flooding and the impact on the transport network

The Preferred Way Forward seeks to address the issues identified with anticipation to improve journey times and journey reliability, and to improve accessibility and connectivity to encourage multi modal travel. As a result, the scheme will reduce congestion levels, contributing to carbon reduction, air quality improvements, and the safeguarding of natural environments.

Additionally, the scheme will unlock land for employment and sustainable housing growth in the south east Calderdale area, facilitating development of the Clifton Enterprise Zone and two sites as the new garden suburbs in Brighouse to deliver over 3,200 new homes as a key part of the local plan.

The proposed interventions and desired outcomes support several national, regional, and local transport policies and strategies including the UK Industrial Strategy, Clean Growth Strategy, the Leeds City Region Strategic Economic Plan, the West Yorkshire plus Transport Fund, and the respective local plans of Calderdale and Kirklees.

Economic Case

The option appraisal has been developed considering a long list of over 80 potential transport interventions, including new highway links, junction and highway improvements, bus priority measures, and active mode schemes.

A multicriteria analysis using the Critical Success Factors has been applied for scoring and sifting the options. The resulting schemes have been aggregated in four packages to be assessed against the do-nothing scenario: core minus, core, core plus and core plus plus.

Indicative benefits and costs for each package have been estimated. The scheme costs vary in a range between £33.6 million and £93.9 million (2010 prices and values) considering the development contributions.

The majority of the benefits derive from the highway impact (general traffic) and would amount to over £120 million. The resulting Benefit Cost Ratio (BCR) values correspond to Value for Money categories of 'medium' for core plus and core plus plus packages and 'high' for minus core and core.

An Urban Dynamic Model (UDM) appraisal was also undertaken with results supporting creation of 543 jobs in West Yorkshire and £56.5 million GVA (2009 prices)

Commercial Case

The A641 scheme will require delivery inputs from partners who have demonstrated the ability to deliver through the A629 WY+TF scheme, and discussions with developers of the garden suburb sites.

Procurement of specialist services to support business case development will be undertaken via the Combined Authority's Dynamic Purchasing Order system or similar (YOR Consult), with construction, given the scope of the scheme, likely to be procured on a Design & Build basis.

The scheme does not require specialist niche requirements so capable contractors as evidenced in the market will be able to deliver the works.

Early consideration of the statutory regulations such as planning permissions, land acquisition, and State Aid has been given, with further work to be undertaken as the scheme progresses through the assurance process.

Financial Case

The scheme is to be part funded from the Combined Authority's West Yorkshire + Transport Fund (WY+TF) and part through match contribution from private sector developers. The level of the ask from the WY+TF and developers will be determined by the scheme scope taken forward following identification of the Preferred Option scheme at outline business case (OBC).

At the Strategic Outline Case (SOC) stage, four options as the possible way forward are presented, with the total cost estimates ranging from £33.9 million to £95.1 million.

The cost estimates include assumptions based on knowledge of costs associated with transport schemes, with allowance for risk (QRA), contingency, and inflation profiled in.

Management Case

Calderdale Council will be the lead promoter with cross boundary agreements in place with the respective councils of Kirklees and Bradford.

The scheme will be project managed in accordance to Prince2 project management principles. A Project Initiation Document (PID) has been provided as part of the SOC.

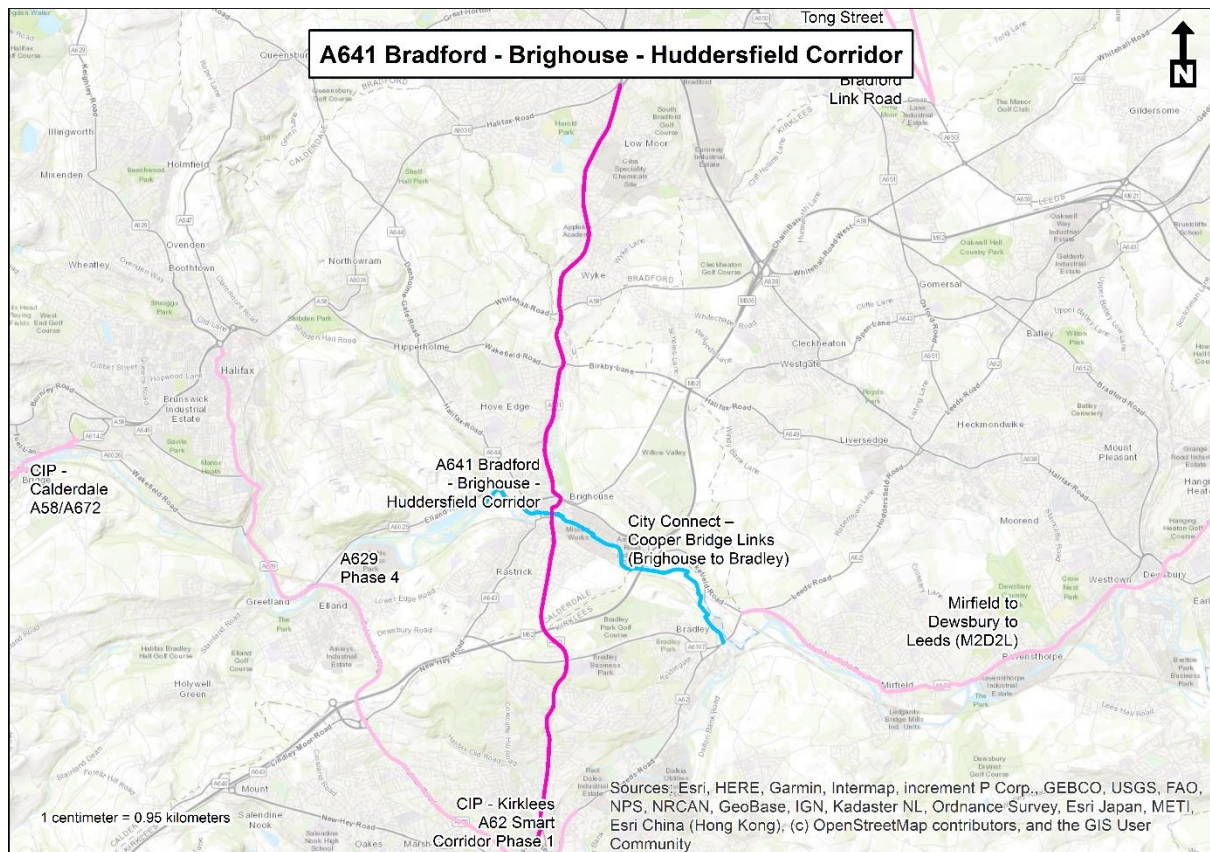
In terms of taking the scheme through the assurance process, it is anticipated that following approval of the OBC (decision point 3), the scheme will be disaggregated into four packages and come forward as four individual schemes at FBC (activity 4) to support project delivery dates.

The delivery programme, including the key milestones, is to be worked up as the scheme progresses through the assurance process. An early estimate suggests the scheme could secure formal approval of funding (decision point 5) for all four packages by June 2024 with practical completion to be achieved by December 2025.

Scheme risks and delivery constraints have been considered as part of the SOC, and to be monitored as part of the scheme's risk management strategy.

Location map:

The following location map shows the location of the A641 Bradford - Huddersfield Corridor scheme:



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

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

Section A: Scheme Summary

Name of Scheme:	Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth
Location of Scheme:	West Yorkshire
PMO Scheme Code:	LTP-BUS-005
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Mark Gregory, West Yorkshire Combined Authority
Lead Promoter Contact:	Gina Dickson
Combined Authority Lead/ Programme Manager:	Gina Dickson
Case Officer:	Heather Briggs
Applicable Funding Stream(s) – Grant or Loan:	Local Transport Plan- grant
Growth Fund Priority Area (if applicable):	-
Combined Authority approvals to date:	Integrated Transport Block Programme approval in 2017 and 2019.
Forecasted Full Approval Date (Decision Point 5):	May 2021
Forecasted Completion Date (Decision Point 6):	March 2022
Total Scheme Cost for the preferred way forward (£):	£1.9 million
WYCA Funding (£):	£1.9 million
Total other public sector investment (£):	None
Total other private sector investment (£):	None

Is this a standalone Project?	No
Is this a Programme?	Yes

Is this Project part of an agreed Programme?

No

A.1

Scheme Description

This programme aims to improve the provisions and facilities within bus stations and shelters for the safety and comfort of both passengers and staff, to encourage an increase in bus patronage. There is also an opportunity to provide station improvements, which align with the Transport Strategy 2040. This will only be managed by targeted intervention, making people feel safer when waiting for, and using, buses.

The Combined Authority will be required to find carbon savings on its assets, if it is going to hit the net zero carbon target by 2038, and this scheme gives the opportunity to use capital funds to save money, and carbon, for the Combined Authority in the future. This scheme aims to improve overall provisions and facilities within bus stations and bus shelters and reducing revenue costs for those shelters in the future. This aligns with the requirement to reduce revenue costs annually over the next three years. Investment in new shelters, which are able to incorporate digital advertising, will allow monetary returns for the Combined Authority that can be reinvested into the bus shelter and station infrastructure.

The scheme's objectives are:

- Maintain and protect public assets and allow the continued, safe operation of public transport facilities
- Employ projects which will incorporate a carbon emission saving for the Combined Authority
- Standardise health, safety and security features across the region, with equally high standards across all bus stations
- Improved accessibility for all users of the stations
- Create a safer and more comfortable environment for both staff and customers
- Provide station facility upgrades in line with the Transport Strategy 2040 and the Asset Development Plan
- Lower electricity costs through use of renewables
- Lower long-term maintenance costs

A.2

Business Case Summary

Strategic Case

All the schemes align, either directly or indirectly, with the Combined Authority's corporate priorities of boosting productivity, tackling the climate emergency, enabling inclusive growth and delivering 21st century transport. The projects funded as part of the Safety and Security scheme will provide updated and fit for use transport infrastructure, with a safer and more secure environment for staff and customers. Improving the transport infrastructure network, both generally and in terms of accessibility for all, will help enable inclusive growth for those who may not previously had access to employment and learning opportunities. The Invest to Save programme will invest in installing reduced water flush toilets, combined waste and recycling bins at the prioritised bus stations and replacing six Combined Authority owned vehicles with new electric vehicles therefore help to tackle the climate emergency, meeting one of the Combined Authority's four corporate priorities. This also ties in with the wider UK Government target to be carbon neutral by 2050. The project meets SEP priority areas 3, 4 and 6

Economic Case

This method will ensure that future revenue costs are avoided for around 10 to 15 years (actual period dependent upon warranties provided) to the facilities and features replaced. Current maintenance costs are around £915,000 per annum, with an additional £250,000 spent annually on repairs and renewals. It is considered that annual ad hoc repair costs will increase year on year, given the ageing infrastructure. The preferred option offers better value for money. This scheme will allow some of these maintenance costs to be mitigated, from items that are replaced as part of this programme of works, reducing the revenue costs required for this purpose. The revenue budget is decreasing by 3% per year and thus costs must be saved. Capital funding spent as part of the Invest to Save scheme will result in carbon emission and monetary savings, offering value for money in terms of payback and also in tackling the climate emergency, one of the Combined Authority's four corporate priorities.

Commercial Case

The schemes align with the Asset Development Plan, delivering clean growth, promoting health and safety and wellbeing, and being safe and accessible for all. The schemes will employ improvements to bus stations across West Yorkshire and as such, they also align with the Integrated Transport Block funding programme aims and the Transport Strategy 2040. These enhancements will contribute towards a better passenger experience and subsequent increase in bus patronage. The scheme repairs and improvements will benefit both users of the bus stations and staff alike, as well as the West Yorkshire Combined Authority, in the form of savings from prior ad hoc repairs. Any Invest to Save and Bus Shelter works will involve infrastructure installations that will provide payback both in terms of money and/ or carbon emissions saved as they are used. The Invest to Save scheme will fund works that are inherently used in the everyday running of the bus station.

Financial Case

Provisional budget allocation from the three funding streams: Safety and Security £530,000, Invest to Save £417,274 and Bus Shelters £1,000,000. There is a risk of scheme costs increasing during detailed design work, which has not yet commenced

Management Case

Project currently allocated to staff in Transport Projects, Implementation who have sufficient availability. External, professional services will be procured to develop the technical elements of the project. PRINCE 2 project management methodology will be used. The project board, defined by PRINCE 2, has been proposed in Section G. The SRO, i.e. project executive, will chair regular board meetings and be kept up to date via highlight reports and escalations as necessary.

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Section A: Package Summary

Name of Package:	Connecting Leeds from South Leeds and through Wakefield (A61 South)
Location of Package:	The A61 (S) between South Leeds (A61 / Savannah Way and the Newton Hill Roundabout (Northern Section) and between South Wakefield (A61 / A638 and Milnthorpe (A61 / Standridge Lane) (southern section)
PMA Code:	DFT-TCF-002
Lead Organisation:	Leeds City Council
Senior Responsible Officer:	Andrew Hall, Leeds City Council
Lead Promoter Contact:	Andrew Hall, Leeds City Council
Combined Authority Lead/ Programme Manager:	Fiona Limb, West Yorkshire Combined Authority
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Grant - Transforming Cities Fund
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 6 th November 2019
Forecasted Completion Date	31 st March 2023.
Total Package Cost for the preferred way forward (£):	£7million
WYCA Funding (£):	£7million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

A.1 Description

The A61 corridor is an important route between Leeds city centre and Wakefield via south Leeds, as shown in Figure 1 below. It is one of 22 areas within the Leeds City Region that has been targeted for Government investment from the Transforming Cities Fund (TCF). The corridor suffers from traffic congestion, slow bus speeds and poor bus service reliability, air pollution, poor access to bus stops and a lack of cycle routes.

These issues make it difficult for people to get to schools and jobs and limits growth in housing and employment. Planned increases in the number of new homes and jobs within the areas along the corridor means there will be more demand on the transport network and therefore, more cars on the roads, although positive measures can mitigate this increase. Investment in public transport, particularly buses, as well as walking and cycling measures will be important in meeting this extra demand and reducing the negative impact of extra traffic thereby reducing carbon emissions and improving air quality.



Possible packages of interventions have been identified to address the issues described above and to extend the positive impact of improvements that have recently come forward as part of the

'Connecting Leeds' programme. This will add value to the improvements currently being constructed along the corridor between Stourton and Leeds city centre. The three packages described below include escalating combinations of measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, junction improvements and traffic signal upgrades, changes to on-street car parking and expanding the cycle network through cycle lanes and cycleways

- A light touch package known as '**Do-Minimum**' - Includes measures such as changes to on-street car parking and improvements to bus stop access.
- A more extensive package known as '**Do-Something**' - Includes the 'Do-Minimum' measures but also includes bus and cycle lanes, along with junction improvements and traffic signal upgrades to give buses priority over general traffic.
- A very extensive package known as '**Do-Maximum**' - Includes the 'Do-Minimum' and 'Do-Something' measures described above, but also includes more bus lanes and cycle lanes, some of which allow separation from traffic. This option also includes further junction improvements and traffic signal upgrades to give buses priority over general traffic. These packages have been assessed in order to determine which will be the best way forward for all affected.

A.2 Business Case Summary

Strategic Case

A number of objectives have been developed in response to the transport-related issues along the corridor and are in line with guidance from a number of national, sub-regional and local policies including the West Yorkshire Transport Strategy and the Leeds City Region Strategic Economic Plan.

The objectives include: to improve access to employment by bus, walking and cycling; to improve bus journey times; to reduce the variation in bus journey times; to improve access to bus stops; to improve facilities for cyclists; to improve safety for all users; and to reduce carbon emissions and improve air quality.

By meeting these objectives, the package will lead to quicker and more reliable bus journeys along the corridor for new and existing users, reducing congestion and making better use of road space. This will provide better access to schools and places of work whilst having a positive impact on economic growth resulting in more jobs and investment in the surrounding areas.

The package will result in reduced car use and therefore contributes to addressing the climate emergency that has been declared in both Leeds and Wakefield, and across the wider Leeds City Region. The package will also improve the safety of road users and provide a better quality of life for those on low incomes or without access to a car

Economic Case

Evidence has been gathered using a wide range of information including bus speed data, traffic forecasts, changes in land use, accident data and junction assessments. Analysis of this evidence has resulted in a number of possible interventions being identified along different sections of the corridor. These interventions have been assessed against the objectives identified above and other key criteria in order to identify ones that are most likely to deliver value for money and are most effective in addressing the transport-related issues along the corridor.

The interventions were also costed, to show whether they are affordable and are within the funding budget allocation. The interventions were then packaged together to form three options: 'Do-Minimum', 'Do-Something' and 'Do-Maximum'. For each option, there was an assessment of the benefits that are likely to be experienced by bus users (approx. £18.3m), pedestrians and cyclists (approx. £1.6m) as well as possible disbenefits to other road users (to be assessed in more detail at next stage)

There are also likely to be many other wider economic benefits to businesses through better productivity, as well as air quality and carbon emission savings and social benefits by connecting more people to opportunities resulting in a better quality of life for both local residents and workers.

Commercial Case

Both Leeds City Council (LCC) and Wakefield Council (WMDC) have experience in the development, design, construction and management of corridor improvement packages. They are therefore in a strong position to deliver the current and future pipeline of work, including the A61 package. Recent examples of projects include the A65 Quality Bus Corridor, Leeds Park and Rides, Wakefield Eastern Relief Road and importantly, the bus corridors as part of the Leeds Public Transport Investment Programme, all of which had similar aspects to this package in terms of improvements.

The Combined Authority has identified three possible arrangements to deliver the package, one of which is to appoint a development partner to work with the Combined Authority along with both LCC and WMDC local authorities. The other two arrangements are for the local authorities to appoint their own development partner or to undertake the project development in-house. Further development and delivery options will be considered at the next stage of the project.

Financial Case

The estimated cost of the package ranges from between £1.1 million to £11.6 million, across the three options. Both LCC and WMDC are applying for full funding from the Department for Transport (DfT) TCF programme, with the package being progressed by the Combined Authority.

If only part of the TCF funding is available, the number and scale of interventions for each package option would need to be reduced or reassessed. Whilst there may be capital funding within LCC and WMDC to deliver the Do-Minimum option, the Do-Something and Do-Maximum options could only be taken forward with TCF funding, given the scale and cost.

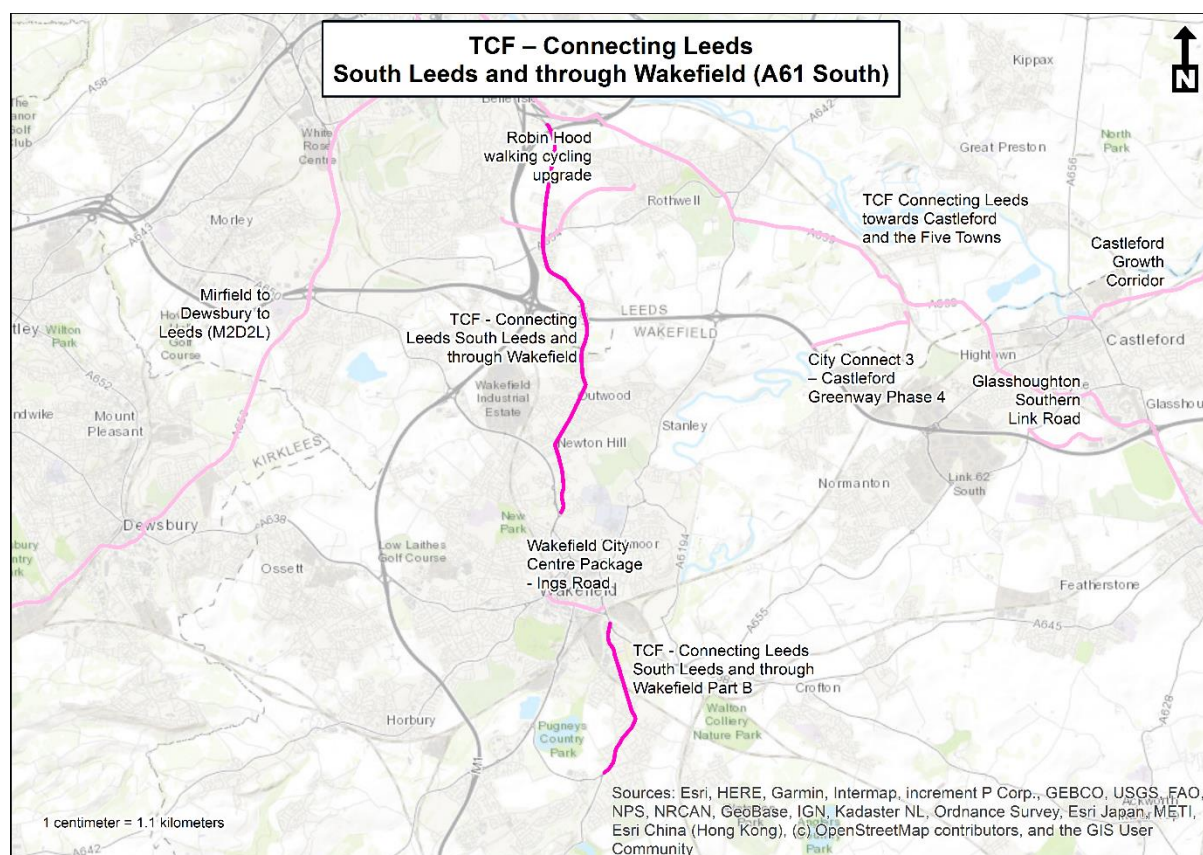
Management Case

A project board has been identified for the package. Andrew Hall (LCC) will be the project executive, whilst Graham West (WMDC) will act as deputy. There will be other project managers and work stream leads from both LCC and WMDC, demonstrating a genuine partnership working approach. The project board will feed into a wider programme board along with packages from the other 22 TCF packages, based on what type of package and intervention they are.

These programme boards will have representatives from the Combined Authority, LCC, WMDC and the bus and rail operators. The programme board then ultimately feeds into the central TCF portfolio board which will manage the budget of the programme and will be headed by Liz Hunter, Head of Transport Policy at the Combined Authority. This role is anticipated to transfer across to the Head of Transport Implementation at the Combined Authority.

Location map:

The following location map shows the location of the Connecting Leeds from South Leeds and through Wakefield (A61 South) Scheme:



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

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

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Section A: Package Summary

Name of Package:	Active and Sustainable Interchange for Harrogate
Location of Package:	Harrogate Railway Station located on Station Parade, Harrogate, HG1 1TE, together with supporting packages within the surrounding area of Harrogate town centre which form the proposed TCF package.
PMA Code:	DFT-TCF-016
Lead Organisation:	North Yorkshire County Council/Harrogate Borough Council
Senior Responsible Officer:	To be confirmed
Lead Promoter Contact:	Rebecca Gibson, North Yorkshire County Council / Tom Horner, Harrogate Borough Council Senior Transport Planning Officer (Projects) / Strategic Transport Planner
Combined Authority Lead/ Programme Manager:	Fiona Limb - Programme Manager
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund - Grant
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 25 th October 2019
Forecasted Completion Date	31 st March 2023.
Total package Cost for the preferred way forward (£):	£8.443 million (subject to match funding)
WYCA Funding (£):	£7.893 million – the low funding scenario in the TCF bid
Total other public sector investment (£):	Up to £0.1 million from NYCC and up to £500k from HBC to be confirmed at the next stage of the assurance pathway
Total other private sector investment (£):	£0

A.1	Package Description
	<p>The package incorporates active travel corridors, cycling infrastructure improvements, enhancements to Harrogate Railway Station (and associated public realm improvements) and enhanced access together with provision of improved active travel infrastructure to better connect Harrogate and Knaresborough, at both a local level and within the context of the wider city region.</p> <p>The package will generate a range of benefits, including active mode and rail user benefits (rail users also benefitting from the enhanced active mode infrastructure) in addition to land value gains from unlocked developments. All package benefits at this SOC stage have been monetised and reported in the Economic Case.</p> <p>The package, through a set of targeted interventions, will seek to contribute to the fulfilment of the TCF vision, in terms of better connecting people to economic and education opportunities across the Leeds City Region through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future.</p> <p>The TCF package will encourage investment in Harrogate and support economic growth in an area marked by a rapidly growing and ageing population and an area where there is an economic imbalance caused by low value local jobs/economy and a highly skilled/educated resident population.</p> <p>The package will also address congestion and journey time unreliability on the current road network by promoting sustainable transport accessibility. The package will subsequently unlock development whilst also taking full advantage of forthcoming rail franchise improvements and bus service enhancements.</p>
A.2	Business Case Summary
	Strategic Case
	<p>The Harrogate TCF package seeks to address a range of challenges and opportunities within Harrogate, Knaresborough and the wider Leeds City Region. These include the following:</p> <ul style="list-style-type: none"> • High level of car use for short trips (average of 2.6km). This causes congestion, poor journey time reliability and contributes to other, related issues such as poor air quality. The following contribute to this high level of car usage: • Limited dedicated cycling provision – high quality cycling routes are required to turn occasional cyclists into regular cyclists and enable motorists to take up cycling from new and existing developments (modal shift to more sustainable modes). • Poor integration of rail and bus stations – the package aims to create pedestrian/cycle focussed routes and encourage completing journeys by sustainable transport modes (walking and cycling). • Opportunity to maximise benefits from rail franchise renewals across the region. Providing quality first/last mile connections provides greater chance of increased rail use for both local and regional journeys. • No bus priority in Harrogate – opportunity to create quicker access into Harrogate Bus Station to ensure public transport becomes a more attractive modal choice. • Need to address the significant loss of office space in Harrogate and ensure the area becomes more attractive as a commercial proposition. • TCF proposals directly support a town centre development which would deliver urban living, new employment and retail space, creating a more vibrant and appealing town centre environment. <p>Overall, the package has a strong alignment with objectives contained within the Leeds City Region and York, North Yorkshire and East Riding Strategic Economic Plans. There are also strong links to priorities across a range of local, regional and national policies.</p>

Economic Case

The Economic Case covers the range of benefits calculated for the package. These include:

- Active modes and rail user benefits (calculated via the AMAT and Rail Access Model): The Do-Something option shows that there will be circa £29.8 million of active mode and rail user improvement benefits (2010 prices).
- Land value uplifts for unlocked new developments (both housing and commercial) will total £8.1 million (2010 prices).
- Although not incorporated in the BCR calculations at present, existing property values will increase by over £100 million (largely reflecting existing high values in Harrogate).

Based on package costs of £13.5 million (2010 prices), the initial BCR will be 2.2:1 and the adjusted BCR (with the land value uplifts for new developments) will be 2.8:1.

Commercial Case

Both NYCC and HBC have significant experience covering the development, design, construction and management of strategic transport improvement packages. This expertise provides reassurance that the NYCC and HBC team are well placed to deliver the infrastructure improvements, together with the commercial procurement and delivery elements, within programme and budgetary requirements.

Based on NYCC, HBC and the wider project team experience in the delivery of recent transport projects, it is evident that there is a healthy appetite in the construction industry across the Leeds City Region and within Harrogate District for infrastructure packages of this type.

Investment in the proposed TCF package is necessary to deliver the improvements required to befit the role of Harrogate Rail Station as a strategically important transport gateway, providing connectivity and access to opportunity within the wider Leeds City Region and key economic centres. The package will provide a 21st century gateway, responding to the current and future (projected) high usage of Harrogate Rail Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people.

Demand for cycling as part of the proposed package interventions and commercial case is also well demonstrated. 18.9% of adults in Harrogate District cycle at least once a month, but only 4.4% do so three times a week suggesting a willingness to cycle but not necessarily as part of regular journeys. The emerging evidence base from Harrogate's Local Cycling and Walking Infrastructure Plan (LCWIP) shows that the proposed station gateway improvements lie on key growth corridors, as identified through the DfT Propensity to Cycle Tool.

The proposed infrastructure enhancements also provide better connectivity to areas of greater deprivation, and enhanced accessibility between key residential, employment/commercial, education and development sites. As such, the package of proposed improvements is required to drive economic growth and diversification at a local level.

Financial Case

It is envisaged that TCF funding will be supplemented by local contributions and complementary funding from NYCC to support package delivery and a local contribution from HBC if the Harrogate-Knaresborough cycleway is delivered as part of TCF. The remainder of the package delivery costs would be sought from TCF funding.

In addition to local contributions, several complementary funding streams have been identified. These include Local Growth Funding earmarked for improvements to Harrogate stations (as direct match funding). Although this has not been possible to achieve at this stage, this may become possible should the project be successful in achieving a TCF allocation.

Management Case

The West Yorkshire Combined Authority will have overall responsibility and accountability for any funding released by the DfT to the Leeds City Region regarding the TCF. Both North Yorkshire County Council and the respective partner districts have the project management systems, skills and track record to be able to deliver this project successfully. They will be supported by an assigned Project Manager from the Combined Authority who will work in partnership with North Yorkshire County Council and CDC through the assurance process.

North Yorkshire County Council and Craven District Council have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport packages. North Yorkshire County Council will dedicate resource to deliver the package using PRINCE2 and Managing Successful Programmes (MSP) methodologies.

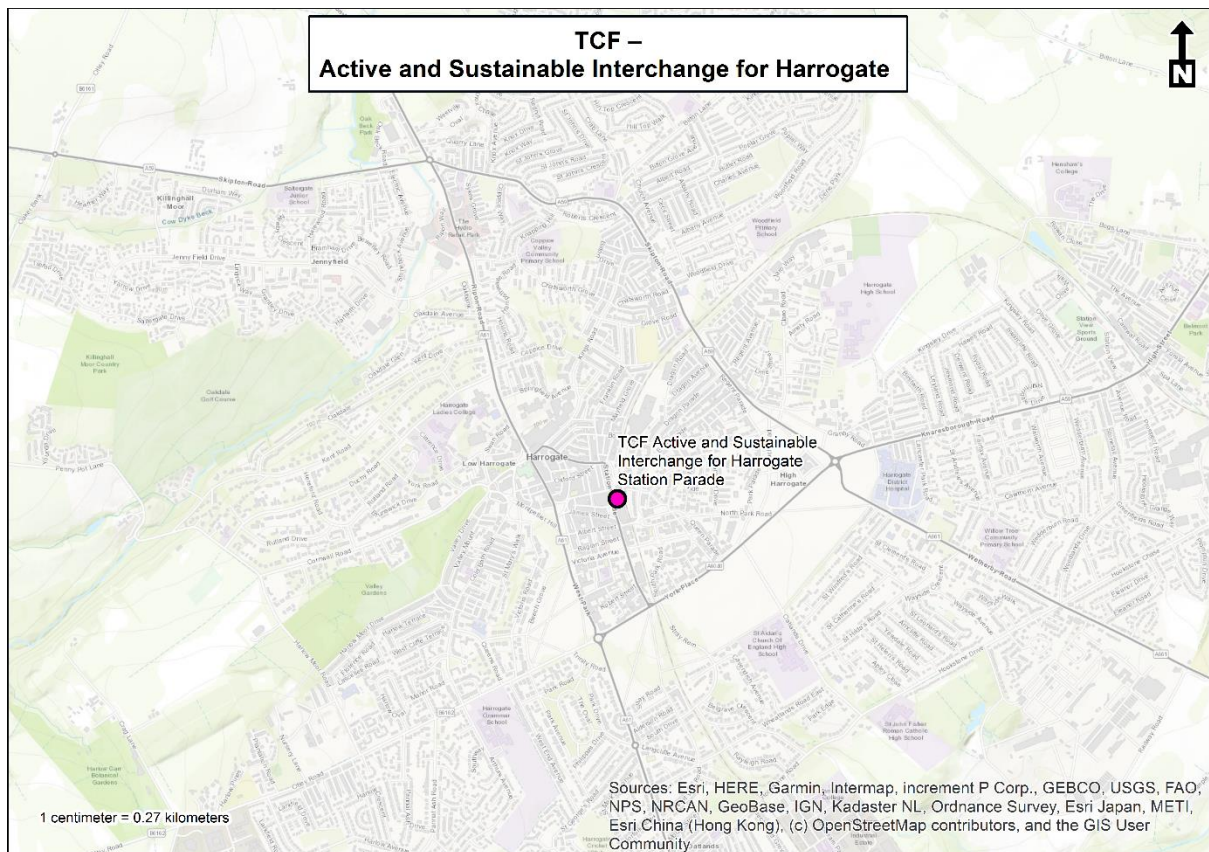
The process of putting in place the necessary governance for the portfolio has already commenced. A shadow Programme Board has been established to oversee the final programme-level SOBC along with the establishment of the programme structures and governance arrangements in advance of a funding announcement. The Programme Board includes a senior representative from all partners to the bid.

The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of package and intervention with common objectives and outcomes, allowing for a coherent and consistent approach.

A dedicated TCF Project Management Board for the three North Yorkshire packages will report into the Access to Places Programme Board. The TCF Project Management Board will consist of representatives of North Yorkshire County Council, Craven District Council, Selby District Council, Harrogate Borough Council and West Yorkshire Combined Authority.

Location map:

The following location map shows the location of the Active & Sustainable Interchange for Harrogate Scheme:



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

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

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Section A: Package Summary

Name of Package:	Active & Sustainable Travel Across Skipton Town Centre
Location of Package:	Skipton Railway Station located on Broughton Road, Skipton, BD23 1RT, together with supporting packages within the surrounding area of Skipton town centre which form the proposed TCF package
PMA Code:	DFT-TCF-020
Lead Organisation:	North Yorkshire County Council
Senior Responsible Officer:	To be confirmed
Lead Promoter Contact:	Rebecca Gibson, North Yorkshire County Council
Combined Authority Lead/ Programme Manager:	Fiona Limb
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 15 th January 2020
Forecasted Completion Date	31 st March 2023.
Total package Cost for the preferred way forward (£):	£5.808 million
WYCA Funding (£):	£5.803 million
Total other public sector investment (£):	A range of complimentary funding has been identified at SOC
Total other private sector investment (£):	£0

A.1	Package Description
<p>The Active & Sustainable Travel Across Skipton Town Centre package comprises transformational change at both the railway station and within the area surrounding the town centre. The scope of the package covers the following elements:</p> <ul style="list-style-type: none"> • Public realm enhancements and improved access arrangements at the railway station • Enhancements to the footpath between the railway station, college campus and employment areas (such as Auction Mart) • Enhancements to Black Walk, one of the main pedestrian links between the railway station, bus station and the town centre • Road junction improvements • Pedestrian improvements at Gas Street and Cross Street • Replacement of the Gallows Footbridge over the Leeds and Liverpool Canal • Development of the Broughton Road Active Travel Corridor (between the railway station and the town centre) <p>The package, through a set of targeted interventions, will seek to contribute to the fulfilment of the TCF vision, in terms of better connecting people to economic and education opportunities across the Leeds City Region through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future.</p> <p>The main objective is to enhance the station's status as a strategically important sustainable transport gateway to the town and surrounding area. By improving the station and by providing enhanced access (as well as much improved facilities for pedestrians and cyclists), residents will be able to access opportunities across the wider Leeds City Region area.</p> <p>Similarly, workers and visitors from outside the area will have much better access to Skipton. Public realm enhancements will also support the station's 'gateway' status and will help attract visitors to the town. The package will help to encourage inward investment and will make it a more attractive location for both businesses and employees.</p>	
A.2	Business Case Summary
Strategic Case	
<p>As well as aligning with four priorities in Leeds City Region's 2016 SEP, the scheme also aligns with various national, regional / sub-national and local policies.</p> <p>At the local level, for example, NYCC's Local Transport Plan focuses on economic growth, access to services, healthier travel, addressing peripherality and improving connections into the Leeds City Region to stimulate economic growth. All of these align with the aims of this TCF scheme.</p> <p>Similarly, a local priority in NYCC's Strategic Transport Prospectus is to improve access to rail services. This will help achieve sustainable growth so that equality is 'levelled up' across local communities with respect to housing, better paid jobs, healthier lifestyles and better access to services. Again, the scheme will help achieve all of these.</p> <p>Given a range of issues and/or problems that Skipton currently faces, the scheme will address these in a number of ways. The scheme will therefore:</p> <ul style="list-style-type: none"> • Improve active travel infrastructure • Boost the economic activity rate • Help to reduce relative deprivation • Enhance the station's gateway status • Contribute to Leeds City Region growth 	

- Promote cross-boundary commuting
- Support planned development

Economic Case

There are several anticipated benefits of the scheme, several of which can be quantified and expressed in monetary terms. These include:

- A range of 'active mode' benefits associated with improved walking and cycling facilities
- Benefits to rail users associated with the station improvements
- Various land value uplifts associated with new, unlocked housing and commercial developments in the vicinity of the station
- Increases in existing property values associated with the impact of the station improvements

Commercial Case

Investment in the proposed TCF scheme is necessary to deliver the improvements required to benefit the role of Skipton Rail Station as a strategically important transport gateway, providing connectivity and access to opportunity within the wider Leeds City Region and key economic centres. In addition, improvements are required to respond to significant forecasted growth in passenger usage, to contribute to economic growth ambitions, and to unlock development through providing improved and viable sustainable travel links, both locally and for cross-boundary commuting trips, which are currently predominantly made using unsustainable modes (private car).

The scheme will provide a 21st century gateway, responding to the current and future projected high usage of Skipton Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. Both North Yorkshire County Council and Craven District Council, supported by their respective technical partners, have significant experience within the development, design, construction and management of strategic transport improvement schemes.

This expertise provides reassurance that the North Yorkshire County Council and Craven District Council team are well placed to deliver the infrastructure improvements, together with the commercial procurement and delivery elements, within programme and budgetary requirements.

Financial Case

The total package cost for the preferred way forward is £5.808 million. It is envisaged that TCF funding will be supplemented by local contributions and complementary funding.

These include:

- Upgrade of towpath: £322,000 from Local Growth Fund / £30,000 Section 106
- Upgrade of Engine Shed Lane: £3.5 million from Local Growth Fund
- Henry Boot Developments: investing £1.7 million in access roads
- Henry Boot Developments: £235,000 S106 to undertake highway improvements
- Masterplan preparation: £250,000 from Local Growth Fund to prepare a masterplan for the transformation of the area around the station
- Support for scheme delivery: £200,000 contribution from North Yorkshire County Council and Craven District Council (£100,000 from each)
- Upgrade of a 16km section of towpath: £1.4 million European Agricultural Fund for Rural Development grant

Management Case

The West Yorkshire Combined Authority will have overall responsibility and accountability for any funding released by the DfT to the Leeds City Region regarding the TCF. Both North Yorkshire County Council and the respective partner districts have the project management systems, skills and track record to be able to deliver this project successfully. They will be supported by an assigned Project Manager from West Yorkshire Combined Authority who will work in partnership with North Yorkshire County Council and Craven District Council through the assurance process.

North Yorkshire County Council and Craven District Council have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport schemes. North Yorkshire County Council will dedicate resource to deliver the scheme using PRINCE2 and Managing Successful Programmes methodologies.

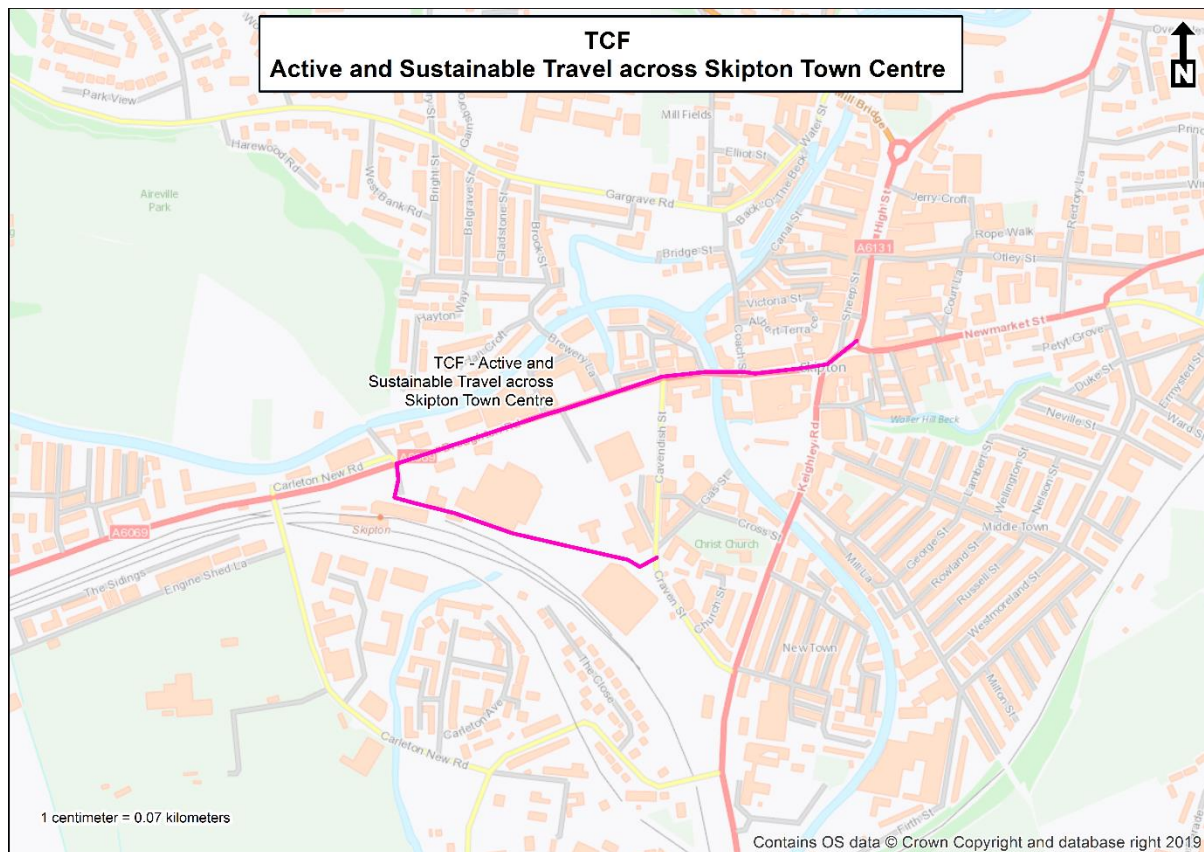
The process of putting in place the necessary governance for the portfolio has already commenced. A shadow Programme Board has been established to oversee the final programme-level Strategic Outline Business Case (SOBC) along with the establishment of the programme structures and governance arrangements in advance of a funding announcement. The Programme Board includes a senior representative from all partners to the bid.

The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of scheme and intervention with common objectives and outcomes, allowing for a coherent and consistent approach.

A dedicated TCF Project Management Board for the three North Yorkshire packages will report into the Access to Places Programme Board. The TCF Project Management Board will consist of representatives of North Yorkshire County Council, Craven District Council, Selby District Council, Harrogate Borough Council and West Yorkshire Combined A.

Location map:

The following location map shows the location of the Active and Sustainable Travel across Skipton Town Centre Scheme:



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

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

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Section A: Package Summary

Name of Package:	Selby Station Gateway Improvements
Location of Package:	Selby Railway Station located at Station Road, Selby, YO8 4NW, together with supporting packages within the surrounding area of Selby town centre which form the proposed TCF package.
PMA Code:	DFT-TCF-018
Lead Organisation:	North Yorkshire County Council
Senior Responsible Officer:	To be confirmed
Lead Promoter Contact:	Rebecca Gibson, North Yorkshire County Council / Julian Rudd, Selby District Council.
Combined Authority Lead/ Programme Manager:	Fiona Limb, West Yorkshire Combined Authority
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund – Grant
Growth Fund Priority Area (if applicable):	Priority 4 (infrastructure for Growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 25 th October 2019
Forecasted Completion Date	31 st March 2023
Total package Cost for the preferred way forward (£):	£19.551 million (subject to match funding)
WYCA Funding (£):	£17.465 million
Total other public sector investment (£):	Potential additional funding of £1,897 million from North Yorkshire County Council and £0.2 million from Network Rail
Total other private sector investment (£):	£0

A.1	Package Description
<p>The package will be comprised of an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Rail Station. The package will provide better connectivity between the station and 1) the town centre, 2) key destinations and 3) nearby redevelopment sites. Improving the attractiveness of the gateway will maximise use of rail and bus services, whilst also increasing sustainable travel, supporting the town centre and easing pressure on the local transport network. This package will reduce traffic volume, thereby reducing greenhouse gas emissions and improving air quality.</p> <p>The package, through a series of targeted interventions, will seek to contribute to the fulfilment of the TCF vision, in terms of better connecting people to economic and education opportunities across the Leeds City Region through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future</p> <p>In addition to aligning with the four priorities in the Leeds City Region's 2016 Strategic Economic Plan (SEP), and several national, regional and local level objectives, the package will also meet the following objectives:</p> <ul style="list-style-type: none"> • It will provide walking and cycling infrastructure linking the station with the town centre and other locations • It will help to reduce relative deprivation levels in the town by providing a much more attractive transport offer, with sufficient improvements to enable those from more deprived areas to have much greater opportunity to access employment opportunities, both locally and elsewhere across the Leeds City Region • It will support cross-boundary commuting by offering workers an enhanced rail service experience, both in terms of a much improved 'gateway' station (with better facilities) and significantly enhanced access arrangements for all modes • It will facilitate the station's gateway status in the town and surrounding area, providing enhanced access to the connectivity offered with the wider city region • By encouraging modal shift away from the private car (to increase use of rail services and more active modes), the package will also improve air quality in the town and surrounding area <p>The package objectives have been developed to align closely with the programme level TCF objectives in terms of responding to the four key themes of enabling inclusive growth, boosting productivity, tackling the climate emergency, and delivering a 21st century transport system.</p>	
A.2	Business Case Summary
Strategic Case	
<p>In addition to helping the station attain 'gateway' status, the package will feature a number of elements that will help the town and local area achieve the following:</p> <ul style="list-style-type: none"> • Enabling inclusive growth: by facilitating improved transport connectivity both to/from the station and in the town, the local population and workforce will be able to access a much larger range of employment and educational opportunities compared to the current situation. Improved connectivity will also be provided via sustainable transport, with a focus on more walking and cycling. • Boosting productivity: improved access to a wider range of employment opportunities is known to increase productivity as workers will be able to access higher paid, higher skilled (and hence more productive) jobs whilst employers will also be able to draw on a larger pool of skilled workers. The package will therefore help meet this objective given that improved connectivity will be a direct outcome of the proposals. • Tackling the climate emergency: not only will the package boost connectivity and economic activity; it will also achieve this through sustainable transport solutions with a focus on encouraging a modal switch away from private car use. The package will encourage greater use of rail services from Selby station (with its services to multiple destinations in the Leeds 	

City Region and beyond) whilst providing improved cycling and pedestrian links to/from the station.

- Delivering 21st century transport: the package will be transformational and will enable the station to assume a gateway status and become one of the main points of entry to the town for commuters, business and leisure travellers. Combined with the improved active mode infrastructure provision and improved public realm, the package will help the town and area meet all its sustainability and economic growth objectives. The package will therefore underpin the majority of Selby's 21st century transport aspirations.

Economic Case

The Economic Case has been developed using DfT WebTAG principles with these subsequently reviewed and approved by West Yorkshire Combined Authority's analytical team.

Package benefits at this stage have been calculated based on DfT's levels of analysis (e.g. Level 1 for established monetised impacts, Level 3 for indicative monetised impacts etc.).

The Level 1 benefits comprise both active mode and rail user benefits (the latter being the benefits accruing to rail users from the active mode improvements). The active mode benefits for travel in the town are based on DfT's AMAT, whilst a Rail Access Model (RAM) is used to calculate the rail user benefits.

The Do Something option returns total benefits of circa £26.1 million (2010 prices).

Level 3 benefits comprise land value uplift for new, unlocked housing and commercial developments. These total £8.4 million (2010 prices). Based on empirical research, station improvement packages also generate uplifts to existing property values. Based on the radii suggested in the research work, existing property impacts could exceed £23 million (in 2010 prices).

The existing value impacts have not been included in the Benefit Cost Ratio (BCR) calculations at this stage as DfT 'dependent development' land value uplift impacts focus on new unlocked housing. It is important to note that West Yorkshire Combined Authority have confirmed that the land value uplift total can be considered as a Level 2 benefit in the Adjusted BCR.

The Present Value of Costs is £20.5 million (2010 prices). Further work on package costs will be undertaken at the SOBC stage. The Initial BCR is 1.3:1 and the Adjusted BCR is 1.7:1.

Commercial Case

As both North Yorkshire County Council and Selby District Council have significant experience with respect to the development, design, construction and management of strategic transport improvements, this provides reassurance that the North Yorkshire County Council and Selby District Council team are well placed to deliver the proposed improvements, together with the commercial procurement and delivery elements within programme and budgetary requirements.

Investment in the proposed TCF package is necessary to deliver the improvements required to benefit the role of Selby Rail Station as a strategically important transport gateway, providing connectivity and access to opportunity within the wider Leeds City Region and key economic centres. In addition, improvements are required to anticipate the projected significant growth in passenger usage, to contribute to economic growth ambitions, and to unlock development through providing improved and viable sustainable travel links, both locally and for cross-boundary commuting trips, which are currently predominantly made using unsustainable modes (private car).

The package will provide a 21st century gateway, responding to the current and future projected high usage of Selby Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people.

Demand for cycling as part of the proposed package interventions and commercial case is also well demonstrated. The emerging evidence base from Selby's Local Cycling and Walking Infrastructure Plan (LCWIP) shows that the proposed station gateway improvements lie on key growth corridors, as identified through the DfT Propensity to Cycle Tool. The proposed infrastructure enhancements also provide better connectivity to areas of greater deprivation, and

enhanced accessibility between key residential, employment/commercial, education and development sites. As such, the package of proposed improvements is required to drive economic growth and diversification at a local level.

Financial Case

The various elements of the package have been costed, and the estimates used to inform the amount requested as part of this bid. In addition, complimentary funding from third parties has been secured with further resources provided to support the delivery of the packages within the package.

If not all the funding is received, North Yorkshire County Council and Selby District Council will 1) review available funding to prioritise key elements of the package, 2) investigate additional funding opportunities, 3) consider additional input from Selby District Council beyond £2.5 million match funding and 4) delay or cancel selected project components (worst case scenario only).

Management Case

West Yorkshire Combined Authority will have overall responsibility and accountability for any funding released by the DfT to the Leeds City Region regarding the TCF. Both North Yorkshire County Council and the respective partner districts have the project management systems, skills and track record to be able to deliver this project successfully. They will be supported by an assigned Project Manager from West Yorkshire Combined Authority who will work in partnership with North Yorkshire County Council and Craven District Council through the assurance process.

North Yorkshire County Council and Craven District Council have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport packages will dedicate resource to deliver the package using PRINCE2 and Managing Successful Programmes (MSP) methodologies.

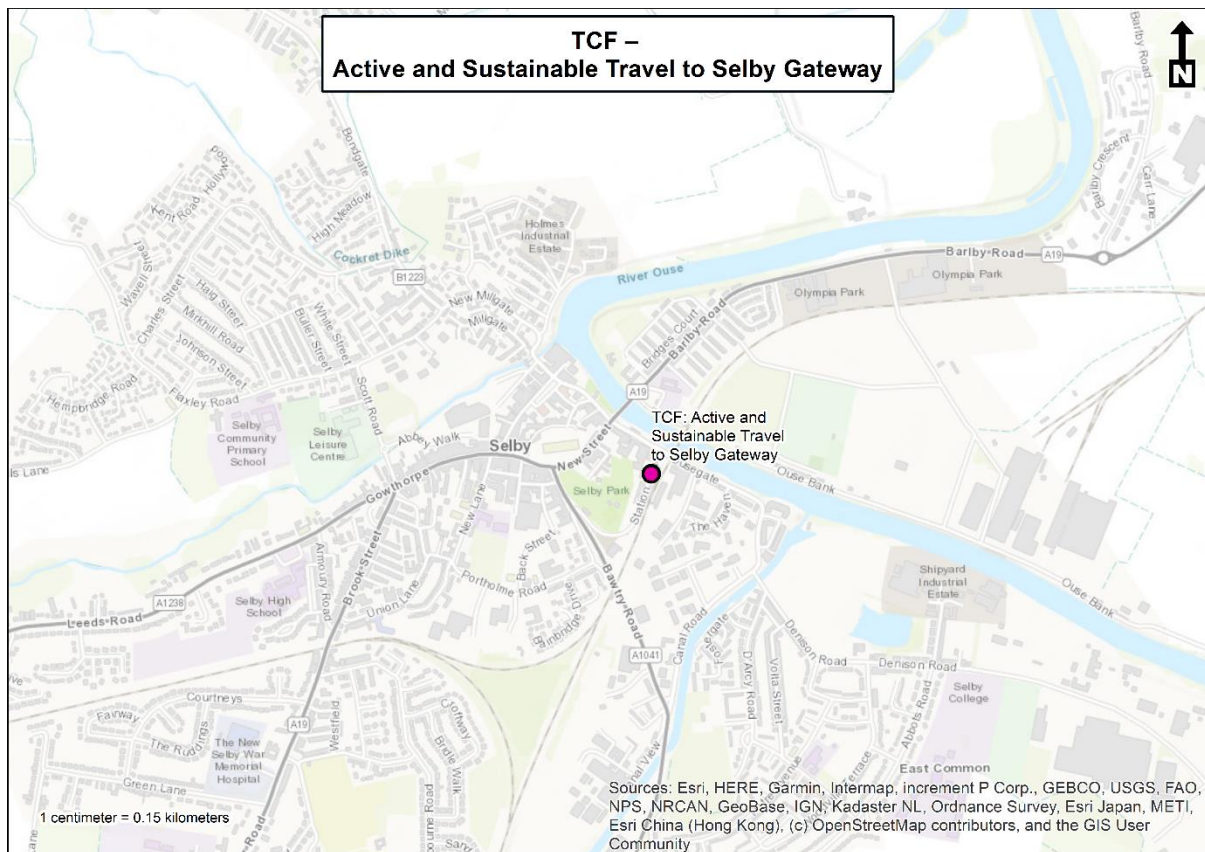
The process of putting in place the necessary governance for the portfolio has already commenced. A shadow Programme Board has been established to oversee the final programme-level SOBC along with the establishment of the programme structures and governance arrangements in advance of a funding announcement. The Programme Board includes a senior representative from all partners to the bid.

The individual packages within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of package and intervention with common objectives and outcomes, allowing for a coherent and consistent approach.

A dedicated TCF Project Management Board for the three North Yorkshire packages will report into the Access to Places Programme Board. The TCF Project Management Board will consist of representatives of North Yorkshire County Council, Craven District Council, Selby District Council, Harrogate Borough Council and West Yorkshire Combined Authority.

Location map:

The following location map shows the location of the Selby Station Gateway Improvements Scheme:



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

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

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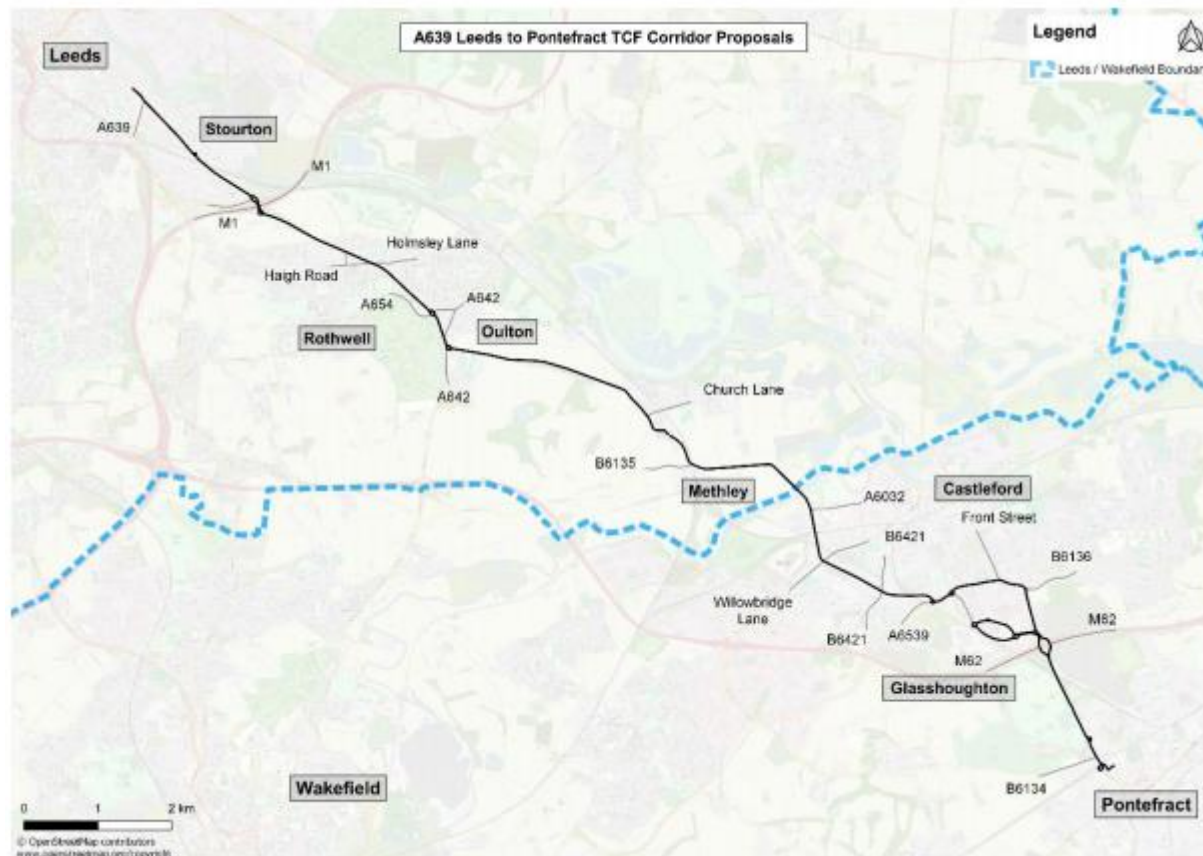
Section A: Package Summary

Name of Package:	Connecting Leeds towards Castleford & The Five Towns (A639)
Location of Package:	The A639 between South Leeds (A639 / B6481 / Thwaite Lane) and Pontefract (town centre)
PMA Code:	DFT-TCF-003
Lead Organisation:	Leeds City Council / Wakefield City Council
Senior Responsible Officer:	Graham West, Wakefield City Council
Lead Promoter Contact:	Graham West, Wakefield City Council
Combined Authority Lead/ Programme Manager:	Fiona Limb, West Yorkshire Combined Authority
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) Bid to Department of Transport (DfT) DP1 Approval 22 nd November 2019
Forecasted Completion Date	31 st March 2023.
Total package Cost for the preferred way forward (£):	£10.900 million
WYCA Funding (£):	£10.900 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

A.1 Package Description

The A639 corridor is an important route between Leeds city centre and Pontefract via south Leeds, as shown in Figure 1 below. It is one of 22 areas within the Leeds City Region that has been targeted for Government investment from the Transforming Cities Fund (TCF). The corridor suffers from traffic congestion, slow bus speeds and poor bus service reliability, air pollution, poor connectivity between bus stations and rail stations, poor access to bus stops and limited walking and cycling facilities. These issues make it difficult for people to get to schools and jobs and also limits growth in housing and employment.

Figure 1 - A639 Leeds to Pontefract Corridor



Planned increases in the number of new homes and jobs within areas along the corridor means there will be more demand on the transport network and therefore, more cars on the roads, although positive measures can mitigate this increase. Investment in public transport, particularly buses, as well as walking and cycling measures will be important in meeting this extra demand and reducing the negative impact of extra traffic.

Possible packages of interventions have been identified to address the issues described above and to extend the positive impact of improvements that have recently come forward as part of the 'Connecting Leeds' programme. This will add value to the improvements currently being constructed along the corridor between Stourton and Leeds city centre.

The three packages described below include escalating combinations of measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, changes to on-street car parking, junction improvements and traffic signal upgrades, expanding the cycle network through cycle lanes and cycleways and improving access to employment and interchanges

- A light touch package known as **'Do-Minimum'** - Includes measures such as changes to on-street car parking and improvements to bus stop access and the pedestrian environment.
- A more extensive package known as **'Do-Something'** - Includes the 'Do-Minimum' measures but also includes bus and cycle lanes, a new bus interchange hub in Glasshoughton along with

junction improvements to improve access and traffic signal upgrades to give buses priority over general traffic.

- A very extensive package known as **'Do-Maximum'** - Includes the 'Do-Minimum and 'Do-Something' measures described above, but also includes additional bus lanes and cycle lanes, some of which allow separation from traffic to expand the cycle network. This option also includes further junction improvements and traffic signal upgrades to give buses priority over general traffic. These packages have been assessed in order to determine which will be the best way forward for all affected

A.2 Business Case Summary

Strategic Case

A number of objectives have been developed in response to the transport-related issues along the corridor and are in line with guidance from a number of national, sub-regional and local policies including the West Yorkshire Transport Strategy and the Leeds City Region Strategic Economic Plan. The objectives include: to improve access to employment by bus, walking and cycling; to improve bus journey times; to reduce the variation in bus journey times; to improve access to bus stops; to improve facilities for cyclists; to improve safety for all users; and to improve air quality.

By meeting these objectives, the package will lead to quicker and more reliable bus journeys along the corridor for new and existing users, reducing congestion and making better use of road space. The package also includes for provision of a new bus interchange hub at Glasshoughton. This will provide better access to schools and places of work whilst having a positive impact on economic growth resulting in more jobs and investment in the surrounding areas. By introducing more cycle lanes and cycleways, the package will contribute to the expansion of the cycle network and improve access to key services along the corridor by bicycle.

The package will result in reduced car use and therefore contributes to addressing the climate emergency that has been declared in both Leeds and Wakefield. The package will also improve the safety of road users and provide a better quality of life for those on low incomes or without access to a car.

Economic Case

Evidence has been gathered using a wide range of information including bus speed data, traffic forecasts, changes in land use, accident data and junction assessments. Analysis of this evidence has resulted in a number of possible interventions being identified along different sections of the corridor. These interventions have been assessed against the objectives identified above and other key criteria in order to identify ones that are most likely to deliver value for money and are most effective in addressing the transport-related issues along the corridor.

The interventions were also costed, to show whether they are affordable and are within the funding budget allocation. The interventions were then packaged together to form three options: 'Do-Minimum', 'Do-Something' and 'Do-Maximum'. For each option, there was an assessment of the benefits that are likely to be experienced by bus users (approx. £15.7 million), pedestrians and cyclists (approx. £2.9 million), as well as possible disbenefits to other road users (to be assessed in more detail at next stage).

There are also likely to be many other wider economic benefits to businesses through better productivity, as well as air quality and carbon emission savings and social benefits by connecting more people to opportunities resulting in a better quality of life for both local residents and workers.

Commercial Case

Both Leeds City Council (LCC) and Wakefield Council (WMDC) have experience in the development, design, construction and management of corridor improvement packages. They are therefore in a strong position to deliver the current and future pipeline of work, including the A639 package. Recent examples of projects include the A65 Quality Bus Corridor, Leeds Park and Rides, Wakefield Eastern Relief Road and importantly, the bus corridors as part of the Leeds Public Transport Investment Programme, all of which had similar aspects to this package in terms

of improvements. The Combined Authority has identified three possible arrangements to deliver the package, one of which is to appoint a development partner to work with the Combined Authority along with both LCC and WMDC local authorities. The other two arrangements are for the local authorities to appoint their own development partner or to undertake the project development in-house. Further development and delivery options will be considered at the next stage of the project.

Financial Case

The estimated cost of the package ranges from between £1.2 million to £12.4 million, across the three options. Both LCC and WMDC are applying for full funding from the Department for Transport (DfT) TCF programme, with the package being progressed by the Combined Authority. If only part of the TCF funding is available, the number and scale of interventions for each package option would need to be reduced or reassessed. Whilst there may be capital funding within LCC and WMDC to deliver the Do-Minimum option, the Do-Something and Do-Maximum options could only be taken forward with TCF funding, given the scale and cost

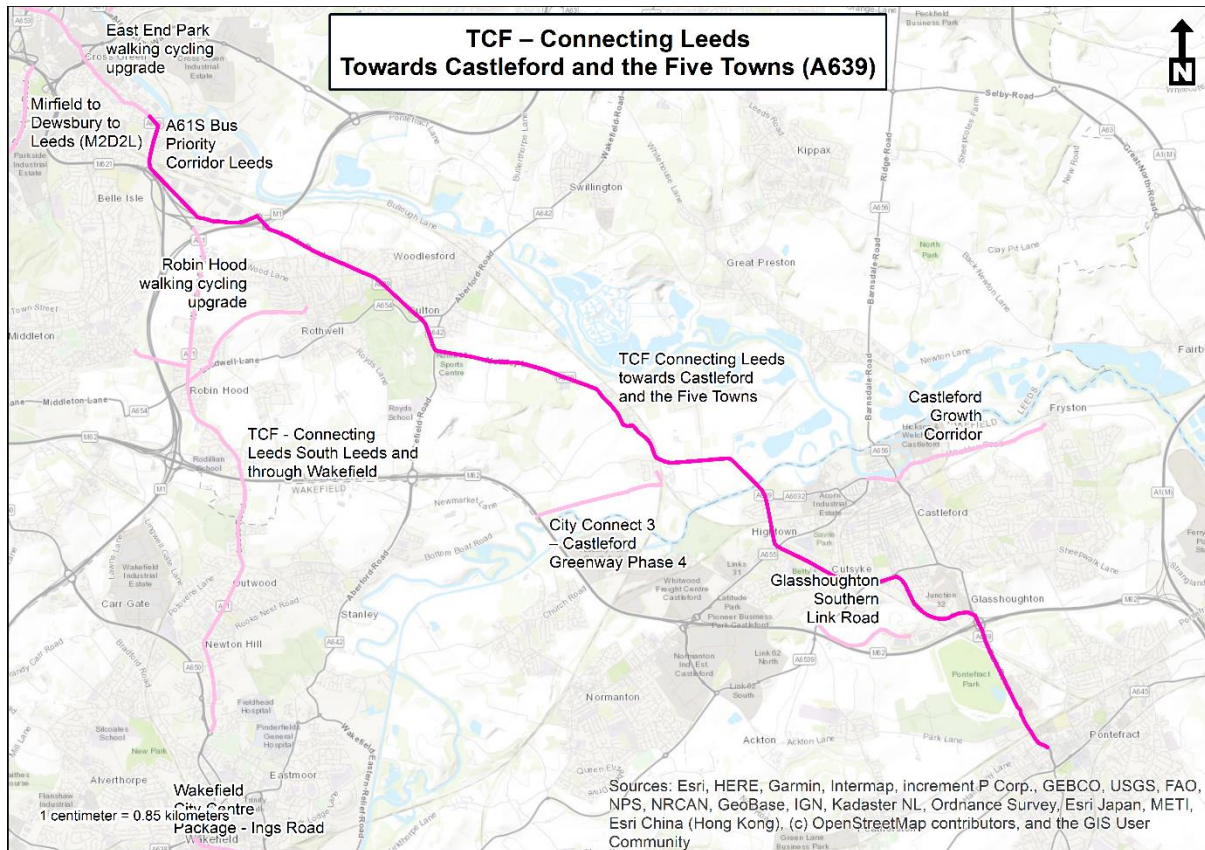
Management Case

A project board has been identified for the package. Graham West (WMDC) will be the project executive, whilst Andrew Hall (LCC) will act as deputy. There will be other project managers and work stream leads from both LCC and WMDC, demonstrating a genuine partnership working approach. The project board will feed into a wider programme board along with packages from the other 22 TCF packages, based on what type of package and intervention they are.

These programme boards will have representatives from the Combined Authority, LCC, WMDC and the bus and rail operators. The programme board then ultimately feeds into the central TCF portfolio board which will manage the budget of the programme and will be headed by Liz Hunter, Head of Transport Policy at the Combined Authority. This role is anticipated to transfer across to the Head of Transport Implementation at the Combined Authority

Location map:

The following location map shows the location of the Connecting Leeds towards Castleford and the Five Towns (A639) Scheme:



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

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

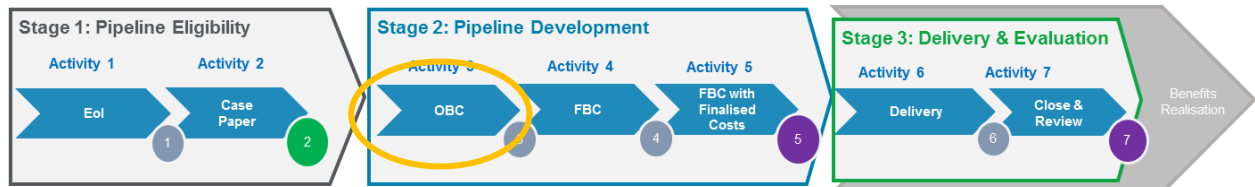
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Section A: Scheme Summary

Name of scheme:	Leeds City Centre Package: Armley Gytratory
PMO scheme code:	WYTF-PA4-030b
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Mark Philpott
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 – Infrastructure for Growth
Approvals to date:	<p>Decision Point 2:</p> <p>6 February 2016: Combined Authority approval to increase the LCCP business case development budget from £0.319m to £3.774m. Indicative programme cost of £36.5m.</p> <p>28 June 2018 Combined Authority approval of LCCP Change Request, indicative programme cost of £149.8m, with the WY+TF contribution increased to £66.8m.</p>
Forecasted full approval date (decision point 5):	January 2021
Forecasted completion date (decision point 6):	December 2022
Total scheme cost (£):	£61.5m
Combined Authority funding (£):	£40.5 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone project?	Yes

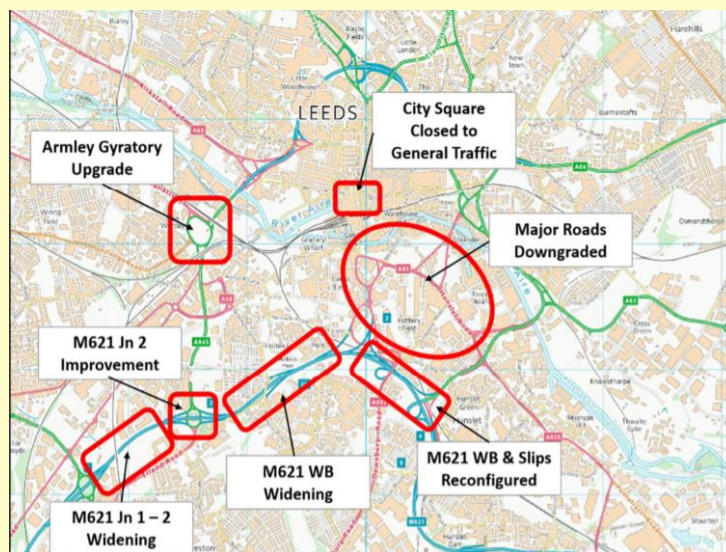
Is this a programme?	No
Is this project part of an agreed programme?	Yes – the WY+TF Leeds City Centre Package

Current Assurance Process Activity:



Scheme Description:

Armley Gyratory is a vital element to enable the successful delivery of the Leeds City Centre Package, namely the closure of City Square and downgrading of roads in the South Bank. The junction is heavily congested at peak periods and therefore, requires a capacity upgrade to accommodate rerouted traffic.



The proposed design of Armley Gyratory acknowledges its strategic role on the road network within Leeds, both now and in the future (through an increase in capacity) and capitalises on the opportunity to address localised issues at this location for active mode users. The proposed scheme follows an extensive sifting exercise:



The scheme includes:

- Realignment of existing highway and new highway to improve traffic flow and capacity through the junction
- New northbound link through centre of gyratory (Inner Ring Road (A643 to A58) movement)
- Revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm
- Increased capacity on A643 between the railway bridge and the gyratory (increasing from three lanes to five (one left turn lane (Wellington Road), one left onto gyratory (i.e. circulate for A647 exit) and three ahead (A58) lanes)
- Revised signal arrangements, including the signalisation of Armley Gyratory / Wellington Road approach arm and Geldard Road / A663 Ingram Distributor
- Improved active mode provision around the circumference of the gyratory (except for northern side between A647 and A58 arms)
- New shared space and active mode route (walking and cycling) across the central gyratory linking Wellington Road with the A58, via at grade crossings
- Revised footprint of British Gas parking provision in centre of gyratory allowing new vehicle and active mode links through the centre of the gyratory PMO Doc Ref: T-003 18
- Improved pedestrian and cyclist security through removal of vegetation barriers (bushes, trees), making the footpath more visible to passing road users

Business Case Summary:

Strategic Case

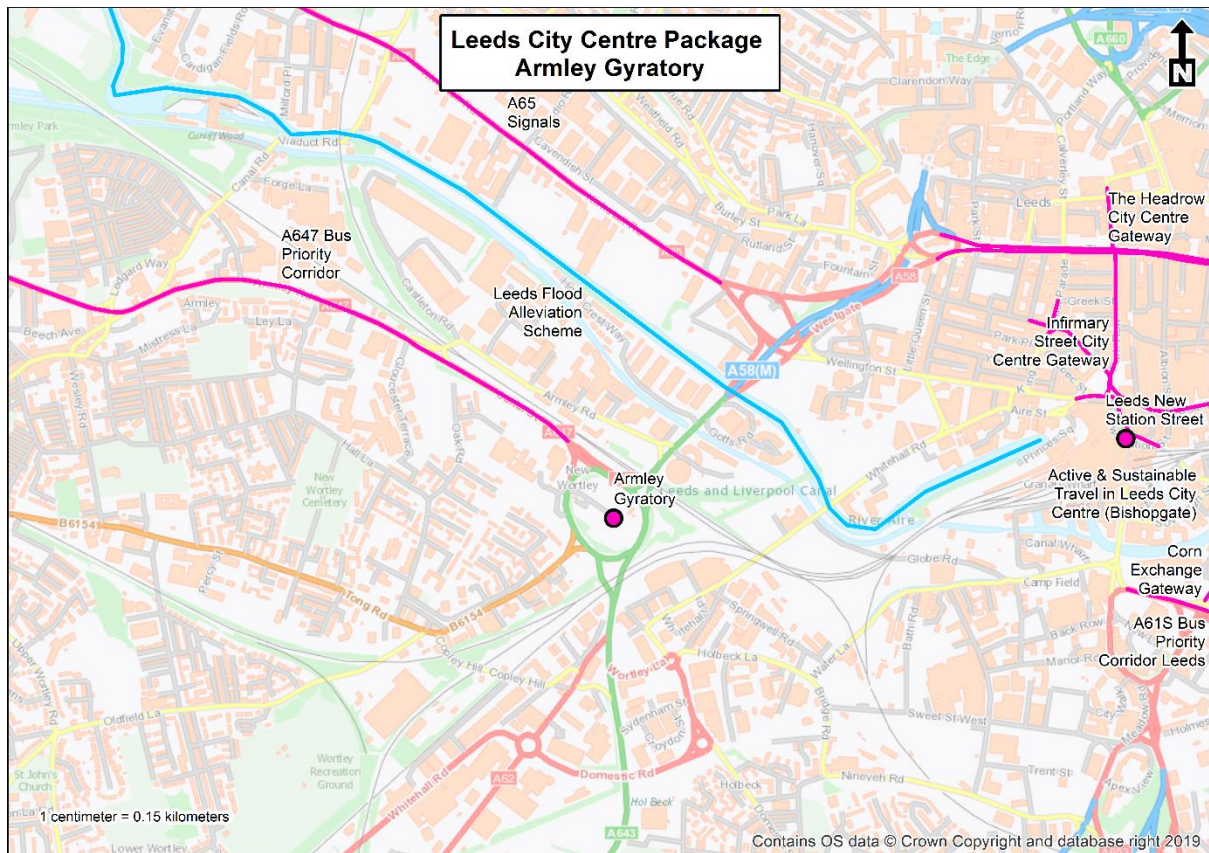
The Leeds City Centre Package (LCCP) provides an opportunity to improve connectivity across Leeds and the Leeds City Region (LCR), and to capitalise on the strategic position of Leeds within the LCR and the North.

	<p>The package of interventions will remove traffic from central Leeds, with journeys re-routed via more suitable routes including the Inner Ring Road. This removal of traffic will provide an excellent opportunity for the city to enable areas of the city centre to transform so they meet the future transport and economic ambitions of the Council.</p> <p>Armley Gyratory is an essential element to the delivery of the CCP and the transformational place and economic benefits the scheme brings. Armley is a key junction on the Inner Ring Road (IRR) and will find itself at the centre of a revised approach to redirect traffic around the IRR, and away from the central area, particularly for through trips. Without increasing capacity at Armley Gyratory, the closure of City Square and subsequent increased economic benefits will be significantly harder to achieve.</p>
Commercial Case	<p>The scheme is to use the SCAPE Framework, with Balfour Beatty identified as the preferred contractor.</p> <p>Delivery and programme risk to be shared and incentivised through a pain/gain mechanism as part of the construction contract.</p> <p>The full planning application was submitted in April 2020 with approval to be secured c. July 2020.</p> <p>Engagement with landowners is underway with the scheme to acquire permanent and temporary parcels of land to support delivery.</p>
Economic Case	<p>The preferred option has been identified following an extensive sifting exercise. This included the evaluation of nine options at the Long List stage, reduced to five at the Short List, and then down to two for further challenge.</p> <p>Option 1B, the preferred option includes a new northbound 'hamburger' link for vehicle traffic, with provision of a new shared space for walking and cycling too.</p> <p>TAG appraisal guidance has been followed to develop the value for money assessment, reflecting a core benefit cost ratio of 2.58:1, judging the scheme as High Value for Money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The scheme is being delivered through the Leeds City Centre Package (LCCP) programme, funded by the Combined Authority's West Yorkshire plus Transport Fund (WY+TF).</p> <p>The total cost estimate for the scheme at outline business case (activity 3) is £61.5 million, to be wholly funded from the WY+TF.</p> <p>The cost breakdown includes allowance for risk, contingency, and inflation.</p> <p>Scheme costs will be refined during activity 4 (full business case), where further survey work, design development, and value engineering will be undertaken to explore whether a reduction in cost can be secured.</p> <p>The Armley Gyratory scheme will be delivered through the Leeds City Centre Package (LCCP). The latest baseline indicative approval for LCCP is £66.8 million. Other schemes within LCCP are:</p>

	<ul style="list-style-type: none"> o Corn Exchange Gateway o Infirmary Street Gateway o City Square Highway Works o LCCP complementary projects & coordination <p>The latest estimated cost for the full LCCP is £95.701 million.</p> <p>A funding strategy is currently being developed to allow the full package to be delivered.</p>
Management Case	<p>The Armley Gyratory scheme is being delivered by Leeds City Council in collaboration with West Yorkshire Combined Authority, AECOM, and Balfour Beatty.</p> <p>Approval of funding (decision point 5) is anticipated for January 2021, with practical completion to construction works forecast for December 2022.</p> <p>Enabling works to support delivery timescales are however expected to commence in Summer 2020 in conjunction with full business case development (activity 4 of the assurance process).</p> <p>A risk management strategy with a costed risk register informing the Quantified Risk Assessment (QRA) has been provided, and to be continually reviewed as the scheme progresses.</p>

Location map:

The following location map shows the location of the Armley Gyratory Scheme:



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

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

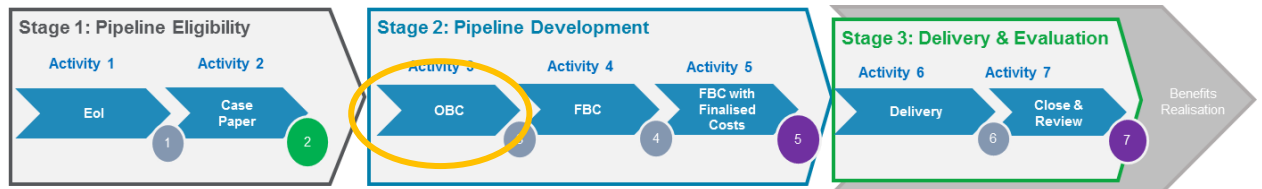
Section A: Scheme Summary

Name of scheme:	CIP: Holmfirth Town Centre Access Plan
PMO scheme code:	WYTF-PA4-038a-6
Lead organisation:	Kirklees Council
Senior responsible officer:	Andy Norman, West Yorkshire Combined Authority
Lead promoter contact:	Sarah Kearns, Kirklees Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire + Transport Fund - Grant
Growth Fund Priority Area (if applicable):	Priority area 4 – Infrastructure for growth
Approvals to date:	<p>Decision point 2 – June 2017 Combined Authority Board approval of the CIP Programme phase 1. With approval of £4.482,500 CIP business case development cost, of which £0.8m allocated to Kirklees, of which £0.25m to this scheme.</p> <p>The scheme EOI reflected a scheme cost estimate of £4.9m.</p>
Forecasted full approval date (decision point 5):	January 2022
Forecasted completion date (decision point 6):	January 2023
Total scheme cost (£):	£3.97m
Combined Authority funding (£):	£3.97m
Total other public sector investment (£):	n/a
Total other private sector investment (£):	n/a
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

Yes – WY+TF Corridor Improvement Programme (phase 1)

Current Assurance Process Activity:



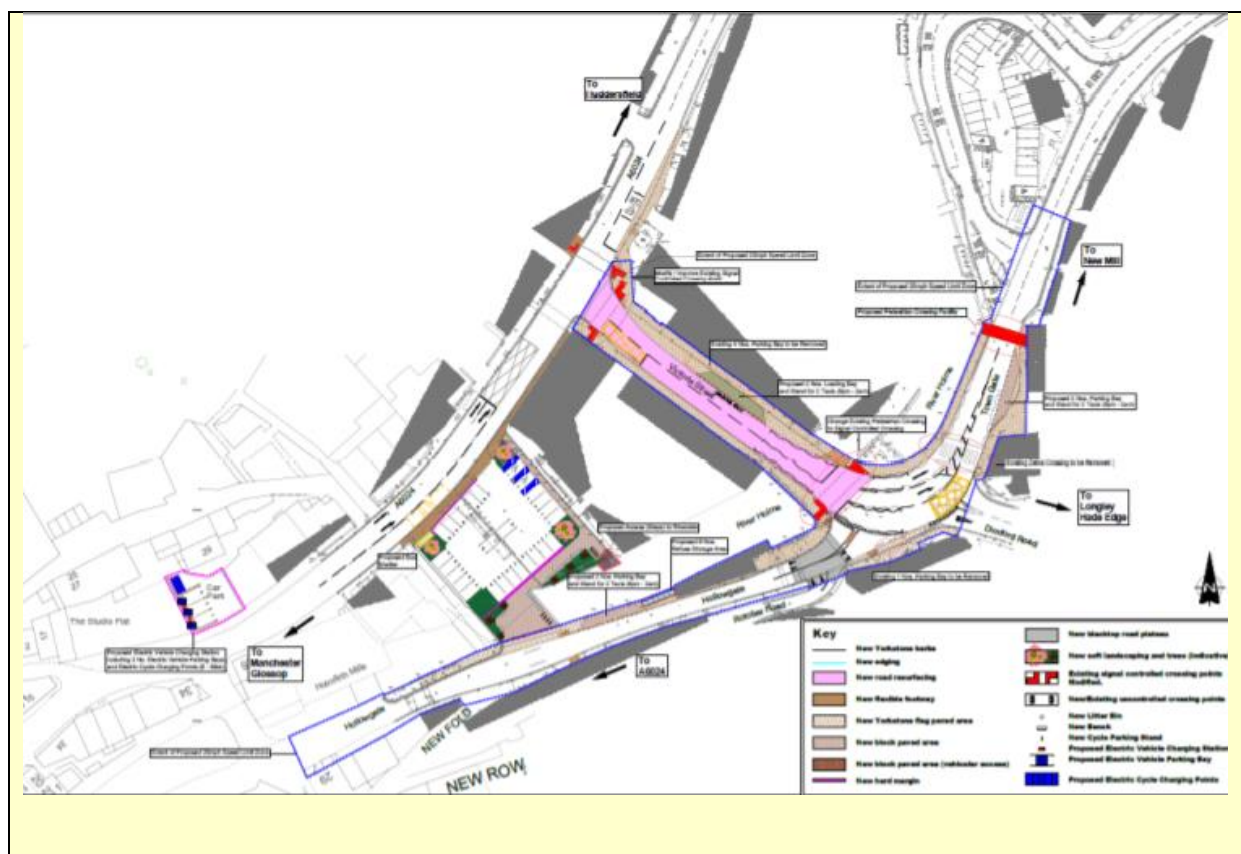
Scheme Description:

The proposed Holmfirth Town Centre Access Plan (HTCAP) aims to support economic growth through investment in improvements at key junctions which focus on reducing current and forecast congestion, improving journey time reliability and widening sustainable travel opportunities. Holmfirth is a tourist / visitor area and relies on the rural economy.

Improvements to the public realm, pedestrian facilities and the creation of riverside seating and links to the river within the area will improve the quality of life for residents, whilst improving the visitor / tourist experience. At the same time, the scheme will facilitate proposed development and will unlock development sites allocated in the Local Plan.

The Holmfirth Town Centre Access Plan is a package of measures which includes:

- Rationalisation and upgrading of the existing signal-controlled junctions to reduce congestion and improve journey times through the area
- Widening of footways
- Improvements to pedestrian crossings
- Inclusion of electric vehicle (EV), electric bike and improvements to car parks including EV charging points
- Improvements to public realm and around the River Holme
- Improvements to bus stop facilities
- Introduction of 20mph areas in the town



Business Case Summary:

Strategic Case

Despite the fundamental role the A6024/A635 and Holme Valley play in the Kirklees District, there are several issues within the current highway network and local area which can be summarised as follows:

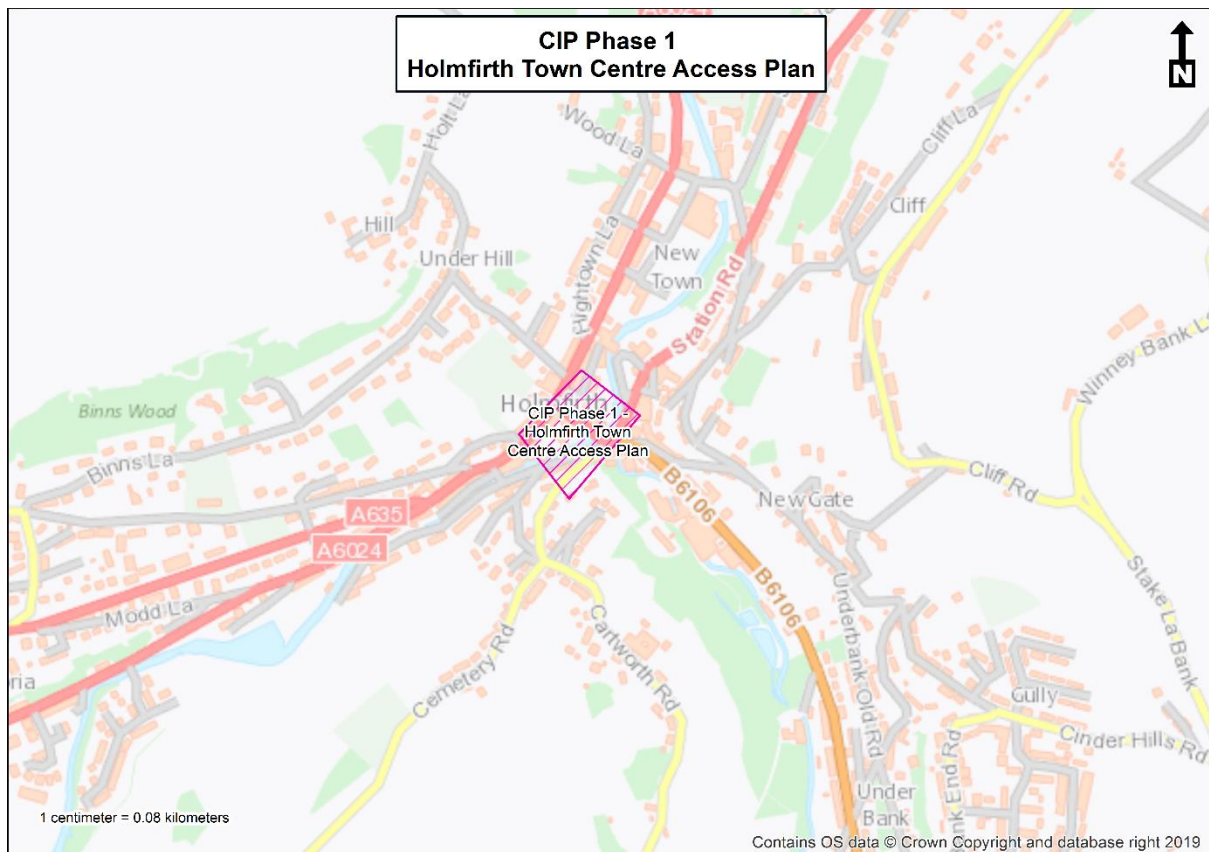
- Severe congestion and poor journey time reliability in the AM and PM peak periods
- Delays and unreliable journey times for bus services; including the local hopper buses
- Conflicts between turning movements and general traffic flow
- Impact on accessibility to employment and proposed housing sites along the Holme Valley corridor, as well as the local tourism centre of Holmfirth town centre
- Risk of flooding along the corridor, including from the River Holme
- Poor air quality
- Poor quality public realm and landscaping – impacting on pedestrians, cyclists and visitors to the area

The above all contribute to an increasingly inefficient highway network, resulting in unreliable travel opportunities and presenting constraints to economic growth and impacting on the viability of strategic growth sites around the Holme Valley. The added impact of the poor public realm and air quality conditions along the corridors further damages the quality of life of existing and future residents of the area, detracts from the tourist appeal of the area and deters more journeys being made on foot and by bike – especially for short trips.

Commercial Case	<p>The A6024 and A635 are both strategic routes which link Huddersfield Manchester and Sheffield, as well as being crucial connector routes between Holmfirth and key local centres within the Holme Valley.</p> <p>Kirklees Council held a Meet the Buyer event in 2015, at which contractors and consultants were made aware of the Combined Authority's pipeline of projects, including schemes within Kirklees. Regular contact has been made with local contractors, with development managers meeting internal staff.</p> <p>At this stage, it is envisaged that the preferred procurement route for the scheme will be via the YORCivil2 process, where a limited number of contractors are on each lot and will comply with the European and UK Procurement Regulations, and the Council's Corporate Procurement Strategy and Contract Procedure Rules. The chosen procurement route will be the traditional approach to procurement using the NEC3 Contract Option A. The detailed design for the project will be delivered in-house and the contractor appointed by tender.</p>
Economic Case	<p>This includes consideration of the long list of interventions, their assessment and the development of the short list of options (which includes one developed in response to public consultation).</p> <p>Two options are assessed in detail using the TRANSYT network and junction signal design model. Sensitivity tests were also included.</p> <p>Both options gave significant benefits over the existing network, reflecting 'very high' value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The preferred option scheme as presented in the outline business case was chosen as it gave a higher Benefit Cost Ratio (BCR) in the core scenario, as well as as being the more favourable proposal following stakeholder engagement.</p>
Financial Case	<p>A detailed cost estimate has been prepared for the scheme and the total forecast outturn for the preferred option is £3.97 million, to be funded from the West Yorkshire + Transport Fund.</p> <p>A summarised breakdown of the cost estimate, which includes allowances for inflation, risk and contingency has been presented at outline business case.</p>
Management Case	<p>The management of the development and delivery of the Holmfirth Town Centre Access Plan (HTCAP) will be undertaken by Kirklees Council as lead authority. The Council will assume an overall project management role and hold ultimate responsibility for the delivery of the scheme following the Combined Authority's Assurance Framework and the Council's Corporate Project Management Framework for Successful Projects guidance, which aligns with PRINCE2 principles.</p> <p>Project governance will be provided by the Combined Authority's Corridor Improvement Programme project board which interfaces with the assurance process.</p> <p>Construction commence is forecast for January 2022 with practical completion anticipated for January 2023.</p>

Location map:

The following location map shows the location of the Holmfirth Town Centre Access Plan Scheme:



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

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

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Section A: Scheme Summary

Name of scheme:	City Connect Phase 3: Huddersfield Town Centre
PMO scheme code:	LTP-CCAG-003c
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Keith Bloomfield
Lead promoter contact:	Steven Hanley, Kirklees Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 - Infrastructure for Growth
Approvals to date:	<p>Approval of CCAG Phase 3 at a Programme Level: Combined Authority Call for Projects EOI 28 June 2018 - indicative approval of £14.824m total cost, of which £12m to be funded from the Transport Fund, circa £2.1m CCAG match.</p> <p>Senior Leadership Team 14 December 2018 - RfD approving CCAG Phase 3 development funding to the value of £350,000 from the Transport Fund, within which £50,000 allocated to Kirklees Council.</p> <p>Decision Point 3 – PAT November 2019: OBC deferred and to be resubmitted at a later PAT.</p> <p>CCAG Phase 3 Change Request – March 2020: unallocated £15,000 from CCAG Bradley to Brighouse scheme transferred to this scheme, increasing development cost allocation to £65,000.</p>
Forecasted full approval date (decision point 5):	October 2020
Forecasted completion date (decision point 6):	August 2021
Total scheme cost (£):	£2.090 million
Combined Authority funding (£):	£1.291 million
Total other public sector investment (£):	£0.799 million (Kirklees Council town centre capital fund)

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

Current Assurance Process Activity:



Scheme Description:

The City Connect Cross Church Street scheme will see the re-prioritisation of a car dominated route to pedestrians and cyclists, with a significant step change in the quality of public realm supporting regeneration and economic growth ambitions of the town centre.

Scheme delivery will improve the north south walking and cycling connectivity within Huddersfield town centre, improving access to employment, education, retail, and leisure, as well as supporting multi-modal travel with better access for commuters to the Huddersfield bus and rail stations.

The route will be delivered by creating 0.33 km of new cycle paths and shared space, linking in to existing, under construction and future proposed routes to create a comprehensive cycle network within Kirklees, West Yorkshire and further afield.



Kings Gate from Cross Church Street.

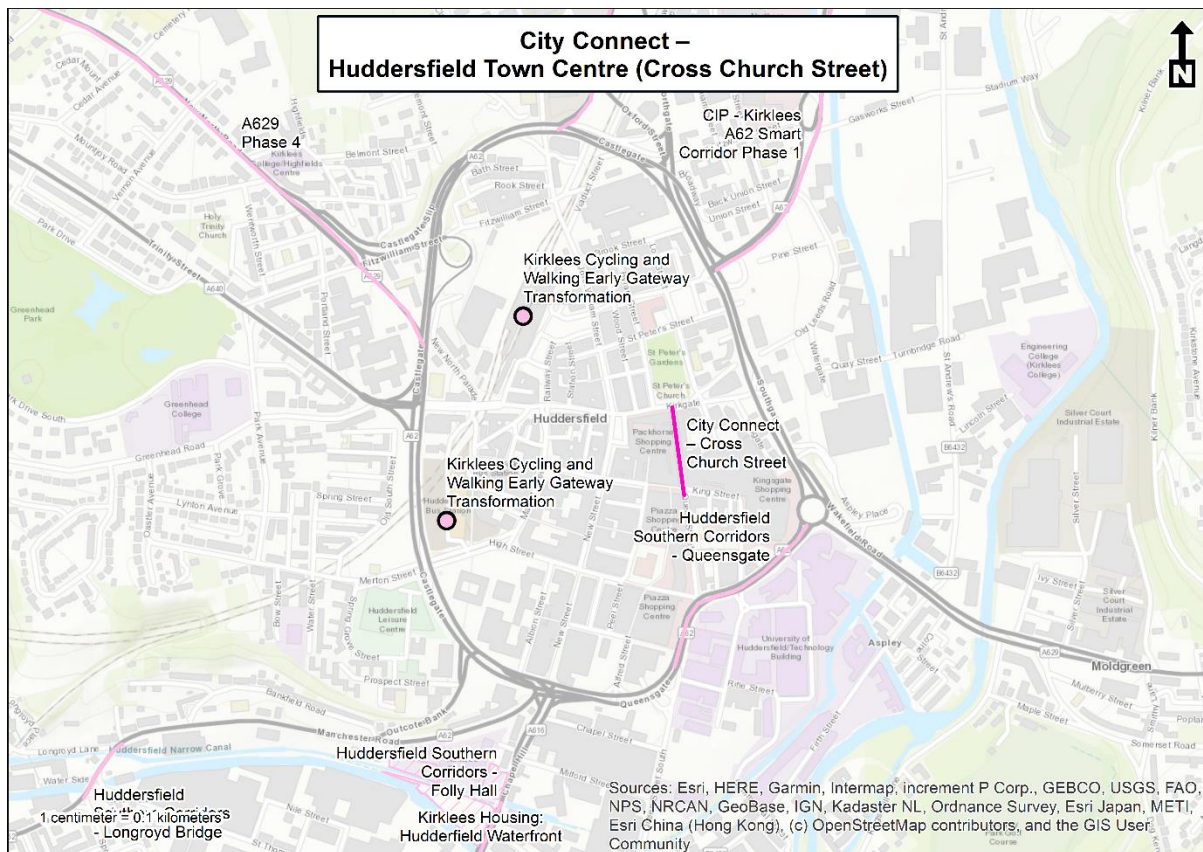
Business Case Summary:

Strategic Case	<p>These proposed works at Cross Church Street alongside those planned at Queensgate will support the Huddersfield Blueprint by improving access to the new Cultural Heart, Kingsgate Shopping Centre and surrounding areas, through a focus on pedestrians and cyclists.</p> <p>Public realm improvements will have positive impacts on the area, revitalising Cross Church Street through increased footfall and attracting new investment into the area, supporting delivery of the Leeds City Region economic growth ambitions.</p> <p>The proposed cycle improvement to Cross Church Street will integrate into the existing Sustrans National Cycle Network and form part of a wider West Yorkshire and national network.</p> <p>Proposed scheme scope:</p> <ul style="list-style-type: none"> • Creation of 0.33km of new pedestrian and cycle zones • Restrictions to motor vehicle access with automated bollards and Automatic Number Plate Recognition cameras in place • Cyclists permitted to travel in both directions • Improved paving, appropriate for pedestrian and cycle zones • New cycle parking
Commercial Case	<p>It is anticipated that this scheme will generate cycle traffic as it will allow for legal cycling through the town centre, moving some illegal cyclists from outlying central roads where cycling may not currently be allowed, and also moving some cyclists who currently use the ring road as the only currently legal method to cross through the town.</p> <p>The scheme proposal will also ensure a high-quality walking environment, forming a good basis to attract increased footfall into the town centre</p> <p>The council's preferred procurement route is in-house provision, given the scale of the scheme. The council has an established framework of sub-contract suppliers for specialist services and suppliers procured through a previous competitive tendering process.</p> <p>Existing Traffic Regulation Orders will need to be revoked and new Traffic Regulation Orders for traffic access and manoeuvres will be required.</p>

Economic Case	<p>This scheme has been selected for delivery through the City Connect phase 3 programme following on from a previous sifting exercise, where this scheme was placed on the reserve list.</p> <p>Four short list options were appraised using the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT), with the core scenario only considering the existing walking user benefits (journey quality).</p> <p>The value for money assessment reflects an indicative benefit cost ratio of 3.89:1 for this scheme, judged as high value for money when assessed against the DfT's criteria.</p>
Financial Case	<p>The total scheme cost estimate is £2.09 million. £1.291 million is being sought from the West Yorkshire plus Transport Fund. Kirklees Council will contribute £0.799 million from the Town Centres Capital Fund.</p> <p>Scheme costs have considered a suitable allowance for risk and contingency.</p>
Management Case	<p>The Combined Authority's City Connect project team will lead on project management activities in conjunction with Kirklees Council.</p> <p>The City Connect programme governance has been adopted as has the monitoring and evaluation plan and communications strategy.</p> <p>Construction works are forecast to commence in August 2020 with practical completion predicted for August 2021.</p>

Location map:

The following location map shows the location of the City Connect Phase 3 - Huddersfield Town Centre Scheme:



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

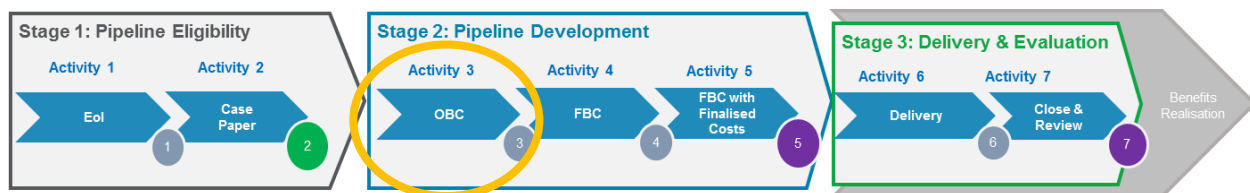
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

Section A: Scheme Summary

Name of scheme:	Halifax Station Gateway
PMA scheme code:	WYTF-PA4-008
Lead organisation:	Calderdale Metropolitan Borough Council
Senior responsible officer:	Richard Binks, Calderdale City Council
Lead promoter contact:	Sarah Callaghan
Case officer:	Matthew Page
Applicable funding stream(s) – Grant or Loan:	Grant: WY+TF and TCF
Growth Fund Priority Area (if applicable):	-
Applicable funding stream(s) – Grant or Loan:	Grant: WY+TF and TCF
Growth Fund Priority Area (if applicable):	-
Approvals to date:	A Project and Programme Mandate was compiled in August 2016. Mandate approval by Investment Committee 7 Sept 2016. OBC considered by PAT May 2018. Change request approval by IC 4 July 2018. Change request approved by IC 11 July 2019.
Forecasted full approval date (decision point 5):	05/05/21
Forecasted completion date (decision point 6):	16/12/2024
Total scheme cost (£):	£33.621 million (subject to match funding)
Combined Authority funding (£):	WY+TF: £10.60 million TCF: £16.50 million
Total other public sector investment (£):	CMBC: £521,000
Total other private sector investment (£):	-

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

Current Assurance Process Activity:



Scheme Description:

The Halifax Station Gateway (HSG) project will deliver a transformational redevelopment of Halifax rail station. HSG is part of a wider package of Transforming Cities Fund (TCF) interventions - the Halifax Walking and Cycling Transformational Package.

The HSG scheme will involve the demolition of the current approach bridge and the construction of a new two-storey station building and pedestrian bridge connecting to pedestrian facilities provided as part of the A629 Phase 2 project. These will offer onward connectivity towards the Piece Hall and the rest of the Town Centre. The scheme will also provide a pedestrian and cycle link by re-opening the Navigation Road underpass connecting Halifax Rail Station to the eastern side of the railway, the Nestlé site and connecting into the Hebble Trail.

The main Eureka! entrance would move to the South end of the site, with car parking redeveloped to provide the main Eureka! car park. The Northern Car Park would be reconfigured to provide drop-off facilities, parking and taxi pick-up for rail passengers. Overall, there would be a net reduction in car parking.

To the east of the railway line, works include demolition of Nestlé buildings, realignment of the Navigation Road extension to the Hebble Trail (connecting through the underpass) and purchase of the 'Butterfly Meadow' to create an amenity space

Scheme Illustration



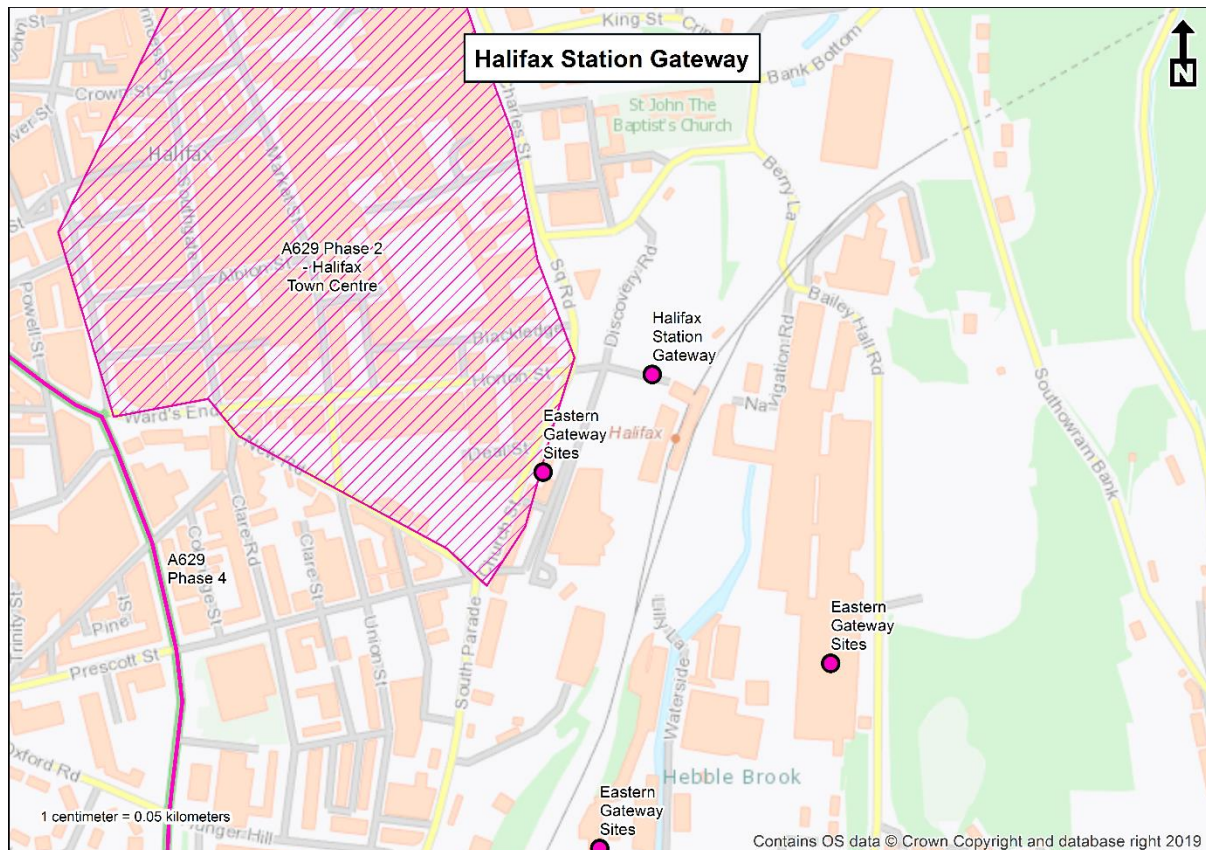
Business Case Summary:

Strategic Case	<p>Significant recent investment in Halifax town centre has not extended to the station, which currently does not meet passenger demands and 'fails to impress'. The HSG scheme is aligned with LCR and CMBC strategic priorities and is likely to support local housing and employment development sites.</p> <p>The scheme has links to other schemes promoted by CMBC and funded by the CA, including A629 Phase 2 (funded by WY+TF) and the TCF-funded Halifax Town Centre scheme. The scheme is aligned to national, sub-regional and local strategies including the West Yorkshire Transport Strategy (2017), the 2014 Halifax Town Centre plan and underpins Calderdale's Local Plan.</p> <p>Funding from the Combined Authority is required because neither Northern (the station operators) or Network Rail (the station owners) are likely to invest in Halifax Railway Station. The scheme has strong support from these and other key stakeholders involved in its development.</p>
Commercial Case	<p>Halifax Rail Station is the 6th busiest in West Yorkshire and currently serves more than 1.9 million rail journeys. Poor facilities and physical constraints are driving negative perceptions and user dissatisfaction, which has the potential to be exacerbated in the future by passenger growth.</p> <p>A retail review found that spend per passenger is 0.10p per annum and station income per passenger is 0.007p per annum. This is considerably lower than comparable stations and benchmark levels for this category of station. This market failure will be addressed by the implementation of measures proposed under this scheme.</p> <p>Calderdale Council have led the development of the project since inception and have appointed Mott MacDonald and SGP Architects to support the development of the scheme. The procurement route for delivery is yet to be defined with options being considered.</p>

Economic Case	<p>A number of different possible components of the scheme emerged from the Station Masterplan and were used to derive a shortlist of options. These were appraised using various techniques and the 2018 preferred option emerged. More recently, the opportunity was taken to undertake a comprehensive review of the scheme and an alternative option was developed. This scheme was assessed against the previous preferred option and became the preferred option for this submission.</p> <p>An economic assessment was carried out on the preferred option as well as an alternative option, which did not feature the pedestrian bridge. Appropriate industry standard techniques were used to forecast background demand and the impacts of the scheme. As well as the 'core' scenario, a number of sensitivity tests were also carried out to cover the main areas of uncertainty. Both the preferred and the alternative options were assessed as having a 'high' value for money with the preferred option being selected because it had a slightly higher BCR and it is likely to be more in line with the strategic objectives of the scheme.</p>
Financial Case	<p>The total capital costs have been estimated at £33.621 million. Funding will be used from the Station Gateways funding from the West Yorkshire-plus Transport Fund, Transforming Cities Fund monies and Calderdale Councils own funds.</p> <p>A funding strategy is being developed should all the monies not be granted.</p>
Management Case	<p>The scheme will be managed by Calderdale Council's project team which has a wider range of experience in delivering projects. PRINCE2 methodology will be used and the relevant Boards have been established. The scheme is expected to commence construction in August 2022 and be fully completed by December 2024.</p> <p>Planning consents, land acquisition, consultation and the station change process will all be completed by February 2021.</p>

Location map:

The following location map shows the location of the Halifax Station Gateway Scheme:



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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Report to: West Yorkshire and York Investment Committee

Date: 9 June 2020

Subject: Covid-19 Economic Recovery

Director: Alan Reiss, Director of Policy, Strategy and Communications

Author: Ian Smyth, Alex Clarke

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input 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 To update the Investment Committee on the recovery work in response to the Covid-19 pandemic.

2. Information

- 2.1 A verbal update will be provided at the meeting.

3. Clean Growth Implications

- 3.1 None as a result of this report.

4. Financial Implications

- 4.1 None as a result of this report.

5. Legal Implications

- 5.1 None as a result of this report.

6. Staffing Implications

6.1 There are no direct staffing implications as a result of this report.

7. External Consultees

7.1 None as a result of this report.

8. Recommendations

8.1 That the update be noted.

9. Background Documents

None.

10. Appendices

None.