
Report to: West Yorkshire Combined Authority

Date: 13 December 2018

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

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1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Combined Authority's assurance process.
- 1.2 This report presents proposals for the progression of 7 schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee, and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £88.885 million when fully approved, of which £67.085 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £3.518 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

Scheme	Scheme description	Decision sought
Project Lapwing Leeds	To bring forward an investment in the Leeds City Region, safeguarding 450 jobs and creating forecasted additional 400 new, skilled jobs at city region level. The project addresses Leeds City Region Strategic Economic Plan priorities including priority 2: skilled people, better jobs and priority 1: growing business. The project's wider benefits include working with schools and/or colleges on tailored	Approval to proceed through decision point 2 and that work commences on activity 5 (full business case with finalised costs). Total scheme value - £20-25 million. Total value of the Combined Authority funding - £1 million. Funding recommendation sought - £0.

	<p>training; providing career progression support to lower paid staff and work opportunities offered to local people with disabilities or health issues; green travel options offered to employees.</p>	
<p>A61S Bus Priority Corridor Leeds</p>	<p>Part of the Bus Priority Corridors package within the Leeds Public Transport Investment Programme (LPTIP) to address connectivity challenges the City Region faces, which is constraining growth associated with new housing and employment sites. The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan.</p> <p>To deliver a series of improvements along the A61 and A639 in South Leeds which will include extensive bus lane provision, bus priority, measures and junction improvements whilst also delivering improvements for those cycling and walking.</p> <p>The scheme's benefits to cost ratio (which has been adjusted to take into account the wider economic impacts of the scheme) is 1.5:1</p> <p>The scheme's wider social benefits include improved public health and quality of life through enhanced connectivity, reduced carbon emissions and facilities which make walking and cycling safer.</p>	<p>Approval to proceed through decision point 3 and work commences on activity 5 Full Business Case with Finalised Costs.</p> <p>Total value-£14.15 million</p> <p>Total value of Combined Authority funding- £14.15 million</p> <p>Funding recommendation sought - £0.</p>
<p>Stourton Park and Ride Leeds</p>	<p>Part of the Bus Park and Ride package within the Leeds Public Transport Investment Programme (LPTIP) to address connectivity challenges the City Region faces, which is constraining growth associated with new housing and employment sites. Up to 1,200 car parking places are</p>	<p>Approval to proceed through decision point 3 and work commences on activity 5 full business case with finalised costs.</p> <p>Total value - £30.1 million</p>

	<p>planned at this stage. The scheme supports delivery of Priority 4 'Infrastructure for growth' of the Leeds City Region Strategic Economic Plan.</p> <p>The benefit cost ratio is 1.8:1.</p> <p>The schemes wider social benefits include improved public health and quality of life through delivering better connectivity, reducing journey times, and reducing carbon emissions.</p>	<p>Total value of Combined Authority funding - £27.3 million</p> <p>Funding recommendation sought - £635,000.</p>
<p>Elland Road Park and Ride Phase 3 Leeds</p>	<p>Part of the Bus Park and Ride package within the Leeds Public Transport Investment Programme (LPTIP) to address connectivity challenges the City Region faces, which is constraining growth associated with new housing and employment sites. Up to 550 additional car parking places are planned at this stage. The scheme supports delivery of priority 4: infrastructure for growth of the Leeds City Region Strategic Economic Plan.</p> <p>The benefit cost ratio (is 2.6 (high value for money).</p> <p>The scheme's wider social benefits include improved public health and quality of life through delivering better connectivity, reducing journey times, and reducing car journeys and carbon emissions.</p>	<p>Approval to proceed through decision point 3 and work commences on Activity 5 (full business case with finalised costs).</p> <p>Total value - £5.75 million</p> <p>Total value of Combined Authority funding - £5.75 million</p> <p>Funding recommendation sought - £165,000.</p>
<p>Leeds Enterprise Zone Power Solution Leeds</p>	<p>Part of the wider Leeds City Region Enterprise Zone Programme, this scheme enables Northern Powergrid (the local energy supplier) to carry out upgrading and expansion of the existing infrastructure to provide an improved energy supply to the Leeds Enterprise Zone to allow the Zone to fully expand without the constraint of limited power supply. The Leeds City</p>	<p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs) subject to a full quote being received by Northern Power grid.</p> <p>Total indicative value - £5 million</p>

	<p>Region Strategic Economic Plan (SEP) 2016-2036 identifies the Leeds Enterprise Zone as a priority for growth and investment.</p> <p>The scheme will be fully funded by Local Growth Fund, however, scheme costs will be recouped in part from the developers.</p> <p>The high level cost benefit ratio calculation is 9:1, and the scheme (coupled with the wider development and subsequent occupation of the Enterprise Zone site), the promoter estimates that the scheme potentially provides £44.805 million in business rates income. The scheme represents good value for money at this stage.</p>	<p>Total indicative value of Combined Authority Funding - £5 million</p> <p>Funding approval sought - £0</p>
<p>A650 Bradford to Keighley Corridor (Hard Ings) Bradford</p>	<p>Located at Hard Ings Road (A650), Keighley, the scheme will relieve traffic congestion through making on street improvements including road widening. The scheme will contribute to the Strategic Economic Plan priority 4: infrastructure for growth.</p> <p>The project has a benefit to cost ratio of 6:1 which is very high value for money at this stage.</p> <p>The wider social benefits include improved air quality and reduced journey times.</p>	<p>Approval to proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value- £10.3 million</p> <p>Total value of Combined Authority funding- £10.3 million</p> <p>Funding recommendation sought - £2.718 million</p>
<p>York Outer Ring Road Phase 2 (Monks Cross) York</p>	<p>Part of the York outer ring road improvement programme, phase 2 will deliver improvements to the roundabout at the junction of A1237, Monks Cross, and North Lane. The scheme will contribute to the Strategic Economic Plan priority 4: infrastructure for growth.</p> <p>To contribute to reduced congestion and journey times and provide wider benefits in the form of reducing accidents and improving local air quality.</p>	<p>Approval to proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value- £3.585 million (total programme £38.926 million)</p> <p>Total value of Combined Authority funding- £3.585 million (total programme £38.276 million)</p> <p>Funding Recommendation sought - £0</p>

	<p>The scheme is funded by the West Yorkshire plus Transport Fund.</p> <p>Benefits are being measured at a programme level, however there will be localised benefits realised at this junction once improvement works are delivered.</p> <p>The wider social benefits include improved air quality and reduced journey times.</p>	
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1.3 This report also presents recommendations for the following schemes that have had change request reports assessed in line with the Combined Authority's assurance process. These schemes have a total funding of value of £32.040 million when fully approved, £32.040 million of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £179,400 is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

Scheme	Scheme description	Decision sought
Rail Park and Ride Programme Phase 1 West Yorkshire	<p>To extend free rail car parking and enhance employment accessibility through the provision of additional car parking spaces; improve overall journey times through better access to the rail network and alleviate local streets from on-street parking by rail users.</p> <p>The scheme will contribute to the Strategic Economic Plan priority 4: infrastructure for growth.</p>	<p>Activity 3 (outline business case) change request to the programme proposing to re-programme site delivery as result of the feasibility work undertaken, re-baseline the programme tolerances and request further development funding.</p> <p>Total value- £30.5 million</p> <p>Total value of Combined Authority funding- £30.5 million</p> <p>Funding Recommendation sought - £150,000</p>
Outwood Station Park and Ride Wakefield	<p>A scheme within the Rail Park & Ride Phase 1 programme to extend the existing car park and deliver over 100 additional spaces. The scheme will contribute to the Strategic Economic Plan priority 4: infrastructure for growth.</p> <p>The scheme is funded by the West Yorkshire plus Transport Fund.</p>	<p>The change request is to extend the scope at Outwood Rail Station and include the provision of an access road. This includes an increase in development costs from £110,600 to £140,000 and an increase in construction costs of £400,000 from the original estimate of £1.1million. As a result of these changes the</p>

	The scheme will improve connectivity with the main urban centres.	<p>scheme has now exceeded its defined tolerances.</p> <p>Total value- £1.54 million</p> <p>Total value of Combined Authority funding- £1.54 million</p> <p>Funding Recommendation sought - £29,400</p>
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1.4 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

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

2 Information

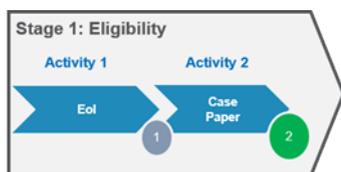
2.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance pathway and approval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

2.2 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.

2.3 All the schemes set out in this report have been considered by the Investment Committee on 7 November 2018 and have been recommended for approval.

Programmes and projects for consideration

Projects in stage 1: Eligibility



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

Project Title	Project Lapwing
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

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

- 2.5 This project is of a commercially sensitive nature and the applicant business has requested to keep their company name confidential.
- 2.6 This project is a grant application to the Strategic Inward Investment Fund for £1 million to bring forward an investment in Leeds City Region, safeguarding 450 jobs and creating an additional forecasted 400 new jobs at city region level.
- 2.7 The applicant business is an international financial services firm with an international presence. The business has a multi-site portfolio in the UK and is currently undertaking a review of how best to consolidate these sites to allow better efficiencies and improve service. This will involve centralising functions into a larger “Hub”. The company currently has operations in two locations in our region which will be consolidated into a single footprint alongside another

office in the South. 400 net new roles will also be created at a regional level, through transition from the south.

- 2.8 The company have worked with the UK Department for International Trade to undertake a site selection exercise and shortlist potential locations for this project. This has led to Leeds City Region being selected as the preferred location.
- 2.9 However, the financial modelling of the Leeds City Region option relative to two other options demonstrates a higher cost and risk profile for the project. Other options in consideration are consolidating roles in the South or consolidating all the roles into a Northern Hub in another city.
- 2.10 The grant funding will enable the company to absorb the additional costs associated with the Leeds City Region option, relative to the neutral cost option of consolidating roles within an existing site, or the lower cost of locating in an alternative region in the north.
- 2.11 The Leeds City Region option provides further benefits in terms of business culture and downstream business opportunities and the company regards the financial technology expertise in the region an attractive feature.

Legal Implications

- 2.12 This project is commercially sensitive and confidentiality has been requested by the client.
- 2.13 Therefore, the information contained in **Appendix 3** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.
- 2.14 State Aid advice has been sought in relation to the grant application and has determined that the grant application is compliant with the regulations.
- 2.15 The scheme is managed by the Combined Authority Inward Investment Team and has a clear fit with the Strategic Economic Plan. The project meets the Combined Authority's strategic objectives to grow the region's economy and create high quality, inclusive jobs. The project is in a priority sector and will generate a significant economic impact (circa £147.5 million net GVA increase by 2028). The project addresses Strategic Economic Plan (SEP) priorities including the 'more jobs, better jobs' programme and the SEP initiative to boost business growth and investment, attracting a major international investor.
- 2.16 The scheme was considered by the Business Investment Panel (BIP) on the 6 November 2018 and recommended for approval.

2.17 The grant application has been made to the Strategic Inward Investment Fund. The appraisal undertaken has confirmed that that the application meets the criteria of, and is affordable from the fund.

Outputs, benefits and inclusive growth implications

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

Scheme outputs

- Occupy up to 71,000 sq. ft. of office space in the region
- Safeguard 450 jobs in Leeds City Region in 2018/2019
- Create an additional 400 jobs by 2021

2.19 Leverage private sector investment of £20-25 million by 2028, with an initial investment of £5 million in 2019.

2.20 The potential return for investment is high, creating 400 new jobs and safeguarding 450 existing jobs at a cost of £2,500 per new job or £1,176 per safeguarded and new job. These are skilled roles and the combined salary costs for these staff will be significant which will have significant multiplier on effects in the local economy.

2.21 The wider benefits of the scheme, including inclusive growth benefits of the scheme:

- Work with schools and/or colleges
- Training and development offered to low paid staff to help them progress
- Work opportunities offered to local people with disabilities or health issues
- Green travel options offered to employees
- Wider diversity and inclusive growth policies and initiatives
- Opportunity for provision of apprenticeships (this will be finalised as part of the full business case appraisal)

Risks

2.22 Key risks to the applicant business are as follows:

- Identified property options are not available.
- Inability to realise plans at the pace or scale desired.
- Challenges recruiting large volume of staff. The prospect of recruiting 400 roles in addition to an existing 450 is a significant undertaking.

2.23 These risks are being managed by the applicant business.

2.24 The key risk for the Combined Authority is as follows:

- Applicant business opts to either do nothing, or reduce Leeds City Region presence (whether as a result of an unsatisfactory grant offer or no grant offer) and therefore a risk of existing jobs being lost entirely at a regional level.

Costs

- 2.25 The current total forecast cost of the scheme is between £20-25 million.
- 2.26 The Combined Authority contribution to the total forecast cost of the scheme is £1million, which will be funded by the Combined Authority from the Strategic Inward Investment Fund (SIIF).
- 2.27 The remainder of the costs will be funded by the applicant business.

Timescales

- The scheme was considered by the Business Investment Panel on 6 November 2018.
- Company Board will make the decision if they can proceed with the project - Imminently.
- Forecast decision point 5 approval (full business case with finalised costs) - January 2019.
- Fit out of the premises – Q2 2019 (start).
- Forecast decision point 6 (delivery) – end of September 2019.
- Premises occupation starts (subject to the preferred building being available) – Q4 2019.

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 2	Recommendation: Investment Committee Decision: Combined Authority
Decision point 5	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Assurance tolerances
That the Combined Authority contribution should remain within the amount set out in this report. That scheme timescales should remain within 6 month of the timescales set out in this report.

That the cost per job safeguarded or created remains within £10,000.

Project responsibilities

Senior Responsible Officer	David Shepherd
Project Manager	Jennie Holdstock
Combined Authority case officer	Julia Radianec

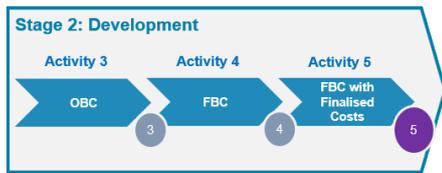
Appraisal summary

- 2.28 The project has a clear strategic fit and there is clear evidence of the need for the project. The project has good potential of delivering against headline indicators and falls within an identified funding stream.
- 2.29 If Leeds City Region is selected as the location for this project, there will be 400 net new roles created at a regional level, through transition from the south. The grant funding will enable the company to absorb some of the costs associated with the Leeds City Region option, relative to the neutral cost option of consolidating roles within an existing southern site.
- 2.30 This is a very large business with significant financial resources, therefore it is possible that this project could be affordable without grant support. The additionality argument in this case, however, is about bringing forward a project that otherwise may not happen in Leeds City Region due to the balance of the cost versus risk profile relative to other locations.
- 2.31 Some information about the scheme is still outstanding. It is expected that this information will be provided prior to the scheme going to decision point 5 (full business case with finalised costs).

Recommendations

- 2.32 That Combined Authority approves that:
- (i) The Lapwing project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the Combined Authority's contribution of £1million (which will be funded through the Local Growth Fund's Strategic Inward Investment 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).
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



- 2.33 Projects at 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.

Leeds Public Transport Investment Programme

- 2.34 The following three schemes presented for decision point 3 approval (outline business case) form part of the Leeds Public Transport Investment Programme (LPTIP). The programme received decision point 2 approval from the Combined Authority on 29 June 2017, following recommendation by Investment Committee on 16 June 2018.
- 2.35 The programme is comprised of the following packages:
- Bus Priority Corridors
 - Bus Park and Ride
 - City Centre Gateways
 - Rail
 - Bus Transformation
 - Mass Transit
- 2.36 As part of the approval at decision point 2, the proposed schemes to be delivered under each package were identified. The schemes identified continue to be progressed to outline business case and as a result the cost and output forecasts are being refined. It is intended that any cost variations should be absorbed within the allocations for the overall packages whilst still ensuring the overall outputs and outcomes remain consistent.

Project Title	A61S Bus Priority Corridor, Leeds
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.37 The A61 South scheme forms one of the five prioritised bus corridors and consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street / Meadow Lane. The scheme will primarily support traffic from the south in to the city centre, including improving bus journey times from the proposed Stourton Park & Ride site (a scheme which is also presented as part of this report).
- 2.38 The improvements include the new provision of extensive bus lanes on the corridor (in both directions), a range of bus priority measures at signals and local geometric changes, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities, and improvements to urban realm and green infrastructure.
- 2.39 The scheme will support reducing bus journey times and improving bus reliability, especially significant as it will serve fully electric bus services from the proposed Stourton park and ride site.
- 2.40 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan, but will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience.
- 2.41 The meeting of the Combined Authority on 29 June 2017 approved that the Leeds Public Transport Investment Programme (LPTIP) should proceed through decision point 2 with an indicative total Combined Authority funding approval of £183.266 million, and that £15.310 million be approved to fund project development costs. It also agreed that the schemes would now progress on an individual project or package basis to outline business case.

2.42 Within the aforementioned approval, the Bus Priority Corridor package, comprising of five schemes, was given an indicative allocation of £48.9 million towards scheme costs, with £2.012 million development cost funding approved in order to progress the A61 South scheme to decision point 3 (outline business case).

Outputs, benefits and inclusive growth implications

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

Outputs and Benefits

- Increase overall bus patronage, linked to the ambition to double bus patronage by 2026.
- Improve bus journey times and reliability along the A61(S) corridor, especially significant as it will serve fully electric bus services from the proposed Stourton park and ride site. - 15% reduction in end to end journey times (including dwell times) for limited stop services, 20% reduction for stopping services at opening year. 33% reduction in standard deviation of journey times in opening year.
- Improve the quality of the bus passenger experience with satisfaction levels exceeding Local Transport Plan 3 target levels by 2026.
- Improve the experience of all street users, particularly more vulnerable groups, those walking/cycling, and in terms of the urban realm. Increase the percentage share of non-car modes to 70% three years after opening.
- Improve air quality and health outcomes. Proportion of fleet at EURO VI (or better) to 100% after three years after opening.
- Increase accessibility to jobs, training and services, thus also supporting the Strategic Economic Plan's economic growth housing, inclusion and regeneration plans.
- An adjusted benefit cost ratio of 1.5:1 taking into account wider economic impacts, which gives an overall Value for Money category for the preferred option of 'Medium'.

Inclusive Growth

- Improved health outcomes by improving air quality and noise by encouraging modal shift to bus and cycling, and in the process support the City Region Clean Air Zone proposals.
- Improving accessibility to jobs, services, retail and leisure, for those most dependent on the bus.
- Improved quality of life with better connectivity and reduced journey times.

Risks

2.44 The key risks to the project and the related mitigations are:

- Discovery of unexpected utilities during construction could impact on costs and deliverability. Detailed surveys / C3 quotes will be undertaken, with probable higher costs reflected within cost forecast.
- Scope change could occur following local residents / third party consultation. Detailed, localised engagement will be carried out with detailed design information and justification presented as to the preferred option. In the event of a scope change which could affect scheme costs, the delivery programme, and the benefits / outputs, submission of a change request as per Combined Authority's assurance framework will be sought.

Costs

2.45 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £14.15 million, which the Combined Authority will fund from the devolved Department for Transport Leeds Public Transport Investment Programme Fund.
- Detailed costs for the other four schemes within the Bus Priority Corridor package are not known yet, therefore at this stage the promoter is unable to confirm that all schemes will ultimately be affordable from the £48.9 million package allocation. However, the programme board will monitor costs with the aim of bringing the Bus Priority Corridor package within the allocation.
- The scheme does not seek further project development funding at decision point 3, confirming the £2.012 million approved at decision point 2 is satisfactory to progress the scheme to full business case with finalised costs (decision point 5). This represents 14% of total scheme costs.

Timescales

- Outline Business Case (decision point 3) - December 2018
- Leeds City Council Highways Board approval - February 2019
- Full business case with finalised costs (decision point 5) - February 2019
- Construction commence - April 2019
- Construction complete (decision point 6) - June 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (Outline business case)	Recommendation: Investment Committee Approval: Combined Authority

Decision point 5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Approval: Managing Director
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Tolerances

Assurance tolerances
That the Combined Authority's contribution from the devolved Department for Transport Leeds Public Transport Investment Programme Fund should remain within 10% of the value set in this report. The delivery programme timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

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

Appraisal summary

- 2.46 The strategic case for the A61 South scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 Infrastructure for Growth - through increasing connectivity, reducing congestion, and reducing carbon emissions. The schemes strategic case is especially significant due it's synergy with the proposed Stourton Park and Ride site, with the corridor to serve fully electric bus services from the park and ride site in to the city centre, with stops along the corridor comprising of employment and educational locations. This will improve journey times from the park and ride to the city centre contributing to the attractiveness of park and ride as a commuting option. The corridor also has a key social inclusion function for communities in South Leeds, and is important to the City Region as a key corridor for cross-boundary buses to/from Oulton, Rothwell and Wakefield, which will also benefit from the proposals.
- 2.47 The scheme will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience.
- 2.48 The promoter seeks to commence construction in April 2019. Although this is ambitious Leeds City Council are actively managing the risk and looking for opportunities to advance works ahead of programme such as utility diversions.
- 2.49 The scheme has an adjusted benefit cost ratio of 1.5, which takes into account wider economic impacts and represents a medium value for money assessment.

- 2.50 Two options for the corridor improvement have been assessed. The preferred option has a lower BCR but achieves more with regards bus reliability and journey time improvements, and therefore better supports the core objectives of the scheme and the Leeds Public Transport Infrastructure Programme. This is especially significant given the A61 (South) corridor will be a key bus route for fully electric bus services from the proposed Stourton Park & Ride site and bus journey times are a key factor in attracting park and ride users and existing buses serving Belle Isle and Middleton, Rothwell, Oulton, the Carlton Villages, and North Wakefield. It should also be noted that other Leeds Public transport Investment programme schemes have not been included in the modelling forecasts used to generate these BCR's but will be included as part of the economic appraisal at decision point 4 (full business case). This is expected to reduce the highway disbenefits associated with the scheme, due to lower flows than currently forecast as a result of car users opting to use the park and ride and therefore positively impact on the BCR for the scheme at decision point 4.
- 2.51 Leeds City Council will be the delivery lead with WSP as development partner, and BAM and Mott MacDonald appointed as delivery partners.
- 2.52 The scheme will continue reporting to the Leeds Public Transport Investment Programme Board.

Recommendations

- 2.53 That Combined Authority approves that:
- (i) The A61 South project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £14.15 million is given from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

- 2.54 The following two schemes form part of the Leeds Public Transport Investment Programme's Bus Park and Ride Package. At decision point 2 (case paper) for the programme two new sites plus an extension to an existing site were identified to be delivered from the package. This is in addition to the already successful Elland Road and Temple Green sites. Significant levels of demand forecasting work have been undertaken as part of the package development. This has determined that there will be sufficient demand to justify this scale of provision of park and facility serving Leeds city centre.

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

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

Background

- 2.55 The Stourton Park and Ride scheme is located on land adjacent to the M621 Junction 7 roundabout, owned by Leeds City Council. The new park and ride facility will accommodate a maximum of 1,200 car parking spaces, and will provide a very high quality, all-electric, 10-minute frequency service along the A61/A639 corridor to and from Leeds City Centre - serving important employment and educational stops, namely the Wakefield Road / Thwaite Gate junction and at the Education Quarter near Leeds City College Printworks Campus, Leeds College of Art, and the Leeds College of Building.
- 2.56 The scheme includes provision of solar panels which will generate electricity to power both the park and ride site and the electric bus services.
- 2.57 In addition to parking provision, the new site will have a number of supporting amenities including electric vehicle charging points, family and disabled parking bays, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers.
- 2.58 The park and ride site will also deliver a number of important ancillary works, most notably the provision of inbound bus lanes from Leeds Valley Park to the M621 J7 approach - improving bus journey times and reliability of existing

buses using the corridor, namely the 110 Wakefield-Leeds, 444 and 446 services, as well as park and ride services entering and exiting the facility. These works will have dual benefit, in access to and from the site itself, but also in significantly improving bus access in to Leeds from two important growth corridors, namely from Wakefield city centre & North Wakefield through to Leeds via Oulton, Rothwell and Carlton.

- 2.59 The park and ride scheme design also implements a number of localised highway improvements on the network around the site, most notably full signal control of M621 J7 and at A61/A639 merge points, expanding the number of lanes at each point. This is forecast to reduce delays to existing highway users and will complement the Highways England works of widening the current highway layout to three lanes at the north-eastern portion of the Junction 7 roundabout.
- 2.60 The scheme is also implementing additional, dedicated walking and cycling facilities. The intention is to provide enhanced cycle connectivity to/from the south of Leeds, via the park and ride site and the Leeds Cycle network, avoiding the need to circumvent the motorway junction, especially for more vulnerable users.
- 2.61 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan, but will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience.
- 2.62 The meeting of the Combined Authority on 29 June 2017 approved that the Leeds Public Transport Investment Programme (LPTIP) should proceed through decision point 2 with an indicative total Combined Authority funding approval of £183.266 million, and that £15.310 million be approved to fund project development costs. It also agreed that the schemes would now progress on an individual project or package basis to outline business case.
- 2.63 Within the aforementioned programme approval, the Stourton Park and Ride scheme received an indicative allocation of £23 million towards scheme costs, with an approval of £2.305 million towards project development costs to progress the scheme to outline business case.
- 2.64 The scheme cost has increased from £23 million to £30.1 million (£7.1 million increase). The cost increase is a result of including the cost of solar panels and electric bus infrastructure, additional earthwork costs, and significant enhancement of landscaping provision in response to consultation feedback. Provision of solar panels will enable a fully zero emission site and services operation and will also reduce on going costs of operating the electric bus service resulting in greater forecast operational surplus for the public sector.
- 2.65 It is proposed that the Combined Authority will fund £27.3 million of the total scheme costs, with the remaining £2.8 million funded by the European Regional Development Fund (ERDF). A bid has been made to ERDF and a decision is awaited.

Outputs, benefits and inclusive growth implications

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

Outputs and Benefits

- Increase park and ride users in the City by 1,200 per day as part of LPTIP's delivery of over 2,000 new park and ride spaces in the city by 2021. This represents a 50% increase on early 2018 bus based park and ride levels in Leeds.
- Improve bus journey travel times and connectivity by providing a high-quality service with a 13-minute journey time to/from the city centre on opening in 2020, and be sustained thereafter.
- Increase overall bus patronage by over 1,500 users a day, contributing to the LPTIP and Leeds City region ambition to double bus patronage by 2026, from 2017 levels.
- Reduce on going site and electric bus service operational costs through solar power generation. Maintenance of the solar panels will be paid for by the additional revenue surplus expected to be provided from the solar power, with the revenue surplus to be shared between the public and private sector.
- Increase accessibility to jobs, training and services, thus also supporting the Strategic Economic Plan's economic growth, housing, inclusion and regeneration plans - resulting in 589 net jobs.
- A medium value for money benefit cost ratio of 1.8:1.

Inclusive Growth

- Improving health outcomes by improving air quality and noise by encouraging significant modal shift to Park & Ride (as well as improved existing bus services and walking and cycling). This will also support the City Region Clean Air Zone proposals.
- Improved quality of life with better connectivity and reduced journey times.

Risks

2.67 The key risks to the project and the related mitigation are:

- Following detailed design that construction costs could increase significantly. Leeds Council to hold early contractor engagement at design stage with risk workshops.
- Delay in land purchase / transfer from Highways England will hold up Combined Authority approval of full business case with finalised costs (decision point 5). Note planning permission is required before land purchasing procedures, so earlier engagement than normal has commenced between Leeds Council and Highways England. Any significant delay will affect the delivery programme timescales, which on

this project as a standalone can be mitigated, but the greater risk is the impact on the council's wider LPTIP schemes and interdependency of work programmes across Leeds.

- The ERDF bid is not successful. In the event that the bid is not successful an indicative approval of £25.4 million from the Leeds Public Transport Investment Fund will be applied. This is the cost of the scheme which does not include the solar panels in the scope.

Costs

2.68 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £30.1 million of which the Combined Authority would fund £27.3 million from the devolved Department for Transport Leeds Public Transport Investment Programme Fund. This is a £4.3 million increase from the allocation for the scheme made within the overall LPTIP programme at decision point 2. It is believed that the £4.3 million cost increase is affordable within the overall allocation for the Bus Park and Ride Package by managing the other two schemes within the Bus Park and Ride package.
- The scheme now seeks a further £635,000 development costs to progress project development to full business case with finalised costs.
- The Combined Authority will enter into an addendum to the existing Funding Agreement, to increase the additional development costs.
- This indicative approval is subject the scheme being successful in gaining ERDF funding for the scheme. In the event that the bid is not successful an indicative approval of £25.4 million from the Leeds Public Transport Investment Fund will be applied, which is the forecast scheme cost for a scheme which does not include the solar panels in the scope.

Timescales

- ERDF grant award period - November 2018
- Outline business case (decision point 3) - December 2018
- Secure planning permission - January 2019
- Land transfer from Highways England - January 2019
- Full business case with finalised costs (decision point 5) - February 2019
- Construction commences - April 2019
- Construction completed (decision point 6) - September 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (Outline business case)	Recommendation: Investment Committee

	Approval: Combined Authority
Decision Point 5 (Full business case with finalised costs)	Recommendation: Programme Appraisal Team Approval: Combined Authority's Managing Director

Tolerances

Assurance tolerances
That the Combined Authority's contribution from the devolved Department for Transport Leeds Public Transport Investment Programme Fund should remain within 10% of the value set in this report. The delivery programme timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Sabby Khiara, Leeds Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.69 The strategic case for the Stourton Park and Ride scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 Infrastructure for Growth - through increasing connectivity and supporting jobs growth, reducing congestion, and reducing carbon emissions. The scheme is in line with local planning policy, and will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience - specifically through delivery of a fully electric serviced park and ride site.
- 2.70 The scheme also has a strong commercial and management case with strong demand forecast figures, and public support for the new park and ride site, and Leeds City Council demonstrating delivery of successful park and ride sites at Temple Green and Elland Road (Phase 1 & 2) recently.
- 2.71 The scheme has a benefit cost ratio of 1.8:1, however this benefit cost ratio does not include significant wider economic benefits, and additional job creation in the City Region, which further heightens the value for money of the scheme, such as solar panels that will reduce on going site and electric bus service operational costs and deliver environmental and social benefits, supporting the City Region Clean Air Zone and inclusive growth proposals.
- 2.72 The Combined Authority will act as the accountable body, providing approval to fund the scheme through the Leeds Public Transport Investment Fund.

- 2.73 Leeds City Council will be the delivery lead with WSP as development partner, and BAM and Mott MacDonald appointed as delivery partners.
- 2.74 The scheme will continue reporting to the Leeds Public Transport Investment Programme Board.

Recommendations

- 2.75 That Combined Authority approves that:
- (i) The Stourton Park and Ride project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval is given to the total project value of £30.1 million, of which £27.3 million will be funded by the Combined Authority from the Leeds Public Transport Investment 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). This indicative approval is subject the scheme being successful in gaining ERDF funding for the scheme. In the event that the ERDF bid is not successful an indicative approval of £25.4 million from the Leeds Public Transport Investment Fund will be applied.
 - (iii) Further development costs of £635,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council to increase by £635,000 from the Leeds Public Transport Investment 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	Elland Road Park and Ride Phase 3
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.76 This scheme proposes to provide the second extension to the Elland Road Park and Ride facility. The facility first opened in July 2014 with the provision of 425 full specification parking spaces with an overspill area of 375 spaces to provide a total capacity of 800 spaces. In order to maintain the success of the scheme and accommodate a continued growth in patronage, the overspill car park was upgraded in 2016 (Phase 2) to the same quality as the spaces constructed in 2014, to provide an 800 space high quality P&R facility. Due to continued demand which sees park and ride users regularly using informal overspill parking in addition to the 800 formal spaces, Leeds City Council as part of Phase 3 propose expansion of the park and ride facility with the addition of up to 550 spaces and a further bus service - increasing bus capacity and service frequencies at the site to 10 buses per hour (in the peak hours) by 2020. The additional bus frequency will benefit existing users of the park and ride site, as well as cater for new growth. Phase 3 also includes provision for additional electric vehicle charging points in the expanded area.
- 2.77 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan, but will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience.
- 2.78 The meeting of the Combined Authority on 29 June 2017 approved that the Leeds Public Transport Investment Programme (LPTIP) should proceed through decision point 2 with an indicative total Combined Authority funding approval of £183.266 million, and that £15.310 million be approved to fund project development costs. It also agreed that the schemes would now progress on an individual or package basis to outline business case

- 2.79 Within the aforementioned programme approval, the Elland Road Park and Ride Phase 3 scheme received an indicative allocation of £2.5 million towards scheme costs, with approval of £245,000 towards project development costs to progress the scheme to decision point 3 (outline business case).
- 2.80 The scheme cost has increased by £3.25 million to £5.75 million. This is due to:
- The initial cost estimate was for the addition of c. 400 spaces. The proposal now seeks to deliver up to +550, a decision taken following continued demand growth, and to make full use of the over spill car park land available.
 - The inclusion of a new link road directly off Junction 2 M621 for access to buses. The benefit of this link is that it ensures that journey times and high levels of reliability are maintained in the future - avoiding Elland Road. This is captured in the appraisal by keeping bus journey times constant over time, which would be optimistic were this element not included.
 - Extension to the previous link road end point with a new road along the full length of the park and ride site to fully access the enlarged number of spaces - a requirement to deliver the enlarged number of spaces.
 - Full risk capture costs following a desktop geotechnical study identifying high risk of contaminated land.

Outputs, benefits and inclusive growth implications

- 2.81 The forecast outputs, benefits and inclusive growth implications are:

Outputs and Benefits

- Add at least 500 spaces at Elland Road (+60% additional capacity) by 2019 (maximum 550).
- Improve bus capacity and service frequencies to 10 buses per hour (in the peak hours) at the site by 2020, benefitting both existing and new users.
- Reduce overall car demand into Leeds by over 500 vehicles per day, and contribute to improved air quality in the vicinity of the site and Leeds city centre.
- Maintain the current (very) high levels of user satisfaction with the current park and ride service on opening, and ongoing over the longer-term period of the SEP.
- A high value for money benefit cost ratio of 2.6:1

Inclusive Growth

- Improved public health through provision of electric vehicle charge points, encouraging uptake of electric vehicles and reducing carbon emissions.

- Improved quality of life with better connectivity and reduced journey times.

Risks

2.82 The key risks to the project and the related mitigation are:

- Following detailed design, scheme construction costs increase, affecting scheme affordability. Leeds City Council to hold early contractor engagement at design stage with risk workshops.

Costs

2.83 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £5.75 million. This is a cost increase of £3.25 million from the allocation for the scheme made within the overall LPTIP programme at decision point 2.
- It is believed that the £3.25 million cost increase is affordable within the overall allocation for the Bus Park and Ride Package and as a result the Combined Authority will now fund £5.75 million from the devolved Department for Transport Leeds Public Transport Investment Programme Fund.
- The scheme now seeks a further £165,000 to progress project development to full business case with finalised costs which will take the total amount approved for development funding to £410,000.
- The Combined Authority will enter in to an addendum to the existing funding agreement, to increase the additional development costs.

Timescales

- Detailed design completed - November 2018
- Outline business case (decision point 3) - December 2018
- Secure planning permission- December 2018
- Full business case with finalised costs (decision point 5) - January 2019
- Construction commences - March 2019
- Construction completed (decision point 6) - December 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation: Investment Committee Approval: Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team

Tolerances

Assurance tolerances

That the Combined Authority's contribution from the devolved Department for Transport Leeds Public Transport Investment Programme Fund should remain within 10% of the value set in this report.

The delivery programme timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

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

Appraisal summary

- 2.84 The strategic case for the Elland Road park and ride scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 Infrastructure for Growth - through increasing connectivity and supporting jobs growth, reducing congestion, and reducing carbon emissions. The proposal will also deliver consequential benefits to Priority 1 Growing Businesses, Priority 2 Skilled People and Better Jobs, and Priority 3 Clean Energy and Environmental Resilience.
- 2.85 The scheme also has a strong commercial and management case with significant demand growth and high levels of user satisfaction (and therefore public support towards the proposal to expand the park and ride site), and Leeds City Council demonstrating delivery of successful park and ride sites at Temple Green and Elland Road (Phase 1 & 2) recently.
- 2.86 The scheme BCR of 2.6 furthermore reflects a High Value for Money assessment of the proposal.
- 2.87 The Combined Authority will act as the accountable body, providing approval to fund the scheme through the Leeds Public Transport Investment Fund.
- 2.88 Leeds City Council will be the delivery lead with WSP as development partner, and BAM and Mott MacDonald appointed as delivery partners.
- 2.89 The scheme will continue reporting to the Leeds Public Transport Investment Programme Board.

Recommendations

- 2.90 That Combined Authority approves that:

- (i) The Elland Road Park and Ride Phase 3 project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £5.75 million is given to be funded from the Combined Authority from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Further development costs of £165,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total development cost expenditure approval to £410,000.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council to increase by £165,000 from the Leeds Public Transport Investment Fund for expenditure of up to £410,000.
- (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	Leeds Enterprise Zone Power Solution
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 2.91 A study by Arup (2015) identified an impending electrical supply shortage at the appropriate voltage to parts of the Leeds Enterprise Zone, which is situated within the Aire Valley. This is predominately due to the lack of existing infrastructure within this emerging development area. The prospect that there may be insufficient electricity capacity to fully develop out the Leeds Enterprise Zone is a major concern and a significant risk to the delivery of the objectives and targets for growth in the Enterprise Zone.
- 2.92 The immediate supply which has been delivered to the area through discrete infrastructure upgrades and reinforcements, is dwindling. Northern Powergrid (the incumbent supplier) is constrained by their financial model which prevents them from investing ahead of demand. As the nearest source becomes further away the associated connection costs are greater and the timescales for connections are longer. This leads to uncertainty and risk for developers which in turn impacts on attracting and securing new development, including inward investment to the Enterprise Zone.
- 2.93 As of June 2018 around 1 million sq. ft. has been developed or is currently being developed on site with power secured for a further 1.1 million sq. ft. However, there remains a further 1.4 million sq. ft. of floor space within the Enterprise Zone that will be directly influenced by an energy solution this includes the creation of 2,800 jobs.
- 2.94 Leeds Enterprise Zone (phase 1) power solution outline business case was approved on 1st December 2016 by the Combined Authority. This was for £10 million of grant funding to provide a substation with a 30 Mega Volt Amp (MVA). Since that time an alternative preferable solution has been worked up which enables Northern Powergrid (the local incumbent energy supplier) to carry out upgrading and expansion of the existing infrastructure to provide 18

(MVA) supply to the zone. This reduces public investment by £5 million, provides a more cost effective, shorter delivery time option and does not require building on greenbelt land. Moreover, it is proposed that the cost of delivery will ultimately be recovered from developers through passing on the related power supply costs for the individual sites when they are occupied.

- 2.95 The Leeds City Region Strategic Economic Plan (SEP) 2016-2036 identifies the Leeds Enterprise Zone as a priority for growth and investment. It also highlights the Zone's significant potential to create employment, particularly in manufacturing industries. The Combined Authority will retain business rate income generated in the Enterprise Zone until 2037 providing an opportunity to utilise this elsewhere in the city region, in effect multiplying the impact of growth.
- 2.96 The delivery of the infrastructure including all contracting arrangements and repayments will be overseen by a 'project manager' within LCC. Overarching governance will be provided by Leeds Enterprise Zone Strategic Board.

Outputs, benefits and inclusive growth implications

- 2.97 The upgrading and expansion of the existing infrastructure to provide an 18 Mega Volt Amp (MVA) supply to the zone will be completed by March 2021. The forecast benefits from this investment are:
- 2,800 Jobs created
 - 10 Businesses created /assisted
 - 1,323,996 sq. ft. of commercial floorspace to be constructed
 - 100,000 sq. ft. of learning floorspace to be constructed
 - Through making the site an attractive development prospect, Leeds City Council forecast that this scheme will contribute to the potential for the Combined Authority to earn up to £44.805 million income from the collection of business rates
 - Potential for the repayment of the £5million grant, through sales of the electricity supply, within a 10 year period through the establishment of a repayment mechanism when individual sites in the Enterprise Zone are taken up.

Risks

- 2.98 The key risks to the project and the related mitigation are
- £5 million is based on detailed discussions only to date. A quote is currently being prepared by Northern Powergrid and following formal acceptance a tender exercise will commence to formalise the costs of works. However it is within Northern Powergrid's business model that during the build programme costs of unforeseen works which exceed the contract contingency budget will be borne by the customer. Similarly any savings will be deducted from the contract sum. The overall cost per mega voltage amp will subsequently be recalibrated but the repayment

methodology will continue with the same potential for full repayment of grant.

- The programme of works being proposed is indicative but LCC need to manage timescales. Contractual discussions will consider staged payments to Northern Powergrid to maintain accelerated progress.

Costs

- 2.99 Leeds City Council have been advised that the cost should be circa £4.5 million plus potential additional contingency of 11.11% (£5 million). However a more accurate cost will be determined following formal acceptance of the quote from Northern Powergrid in November.
- 2.100 Stage one checks (including ground investigations and legal and planning approvals) will be undertaken which will then inform the tender exercise managed by Northern Powergrid. Leeds City Council have been assured that the regulated requirements state the lowest cost solution must be provided to the customer.
- 2.101 LCC have included development costs of around £70,000 within the £5 million to account for investigatory reports commissioned and officer time spent on negotiating and developing the bid.

Timescales

- Jan 19 – Forecast decision point 5 submission
- Jan 19 – LCC agree contract with Northern Powergrid for works
- Jan 19 – Northern Powergrid commence tender exercise
- March 19- tender returns and confirmation of contract sum
- March 19 – approval from Combined Authority
- April 19 - Works commence
- March 2021 – Works Complete

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (Full business case)	Recommendation: Investment Committee Decision: Combined Authority
Decision point 5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Assurance tolerances
Costs should remain within 10% of the Combined Authority contribution set out in this report.
Timescales should remain within 3 months of those set out in his report.

Project responsibilities

Senior Responsible Officer	Mark Mills, Leeds City Council
Project Manager	Adele Blacklock, Leeds City Council
Combined Authority case officer	Sarah Ratcliffe

Appraisal summary

2.102 The project makes strategic, commercial and economic sense strongly supporting growing businesses and delivering the infrastructure for growth. However as the project progresses to decision point 5 more detail is required around costing, project planning, project risks, roles and communication protocols as well as providing a mechanism for recouping costs and ensuring objectives are SMART.

Recommendations

2.103 That Combined Authority approves that:

- (i) The project proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £5 million is given which will be funded by the Combined Authority from the Local Growth fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	A650 Bradford to Keighley Corridor (Hard Ings)
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

2.104 The A650 Hard Ings Road is a strategically important route linking Bradford to Keighley and onward to Skipton via the A620 and Pendle area via the A6088. Most of the A650 is dual carriageway, except for a short section along Hard Ings Road. As such this is a key pinch point that causes congestion issues along the A650. This also has a negative impact on congestion in Keighley town centre.

2.105 This project will contribute to the overall objective of the West Yorkshire-plus Transport Fund to increase employment and productivity by completion of transport schemes that improve connectivity. In turn this will contribute to the objectives and targets of the Strategic Economic Plan by supporting economic growth.

2.106 This project is a proposal to widen the existing carriageway to provide two running lanes in each direction for the full extent of the section of Hard Ings Road, Keighley between the junctions with the A629 (Beechcliffe roundabout) and Bradford Road roundabout. The scheme length is approximately 0.7 km and will include:

- Widening of 0.7 km of carriageway to two lanes in each direction
- The installation of traffic signals at the existing Beechcliffe roundabout to improve efficiency and capacity of the junction
- An additional lane for traffic on the approach to Beechcliffe roundabout on the A629
- Installation of a signalised junction with pedestrian and cycle crossing facilities (Toucan crossing) at the junction of Hard Ings Road with Lawkholme Lane.

- Traffic light priority will be introduced at Bradford Road roundabout to assist with bus journey times
- A shared, two-way cycle and pedestrian footway along the southern side of Hard Ings Road between the Bradford Road roundabout and Keighley Retail Park between the proposed Toucan crossing and Royd Way
- New and replacement planting and landscaping, including green infrastructure, to mitigate the visual impact of the road and provide replacement habitats for flora and fauna
- Replacement street lighting

2.107 This project will be managed by City of Bradford Metropolitan District Council.

2.108 Gateway 1 approval (equivalent to decision point 3, outline business case) for this project was given in May 2014 against with a previous project approval of £10.3 million.

Outputs, benefits and inclusive growth implications

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

- Improved accessibility
- Increase in network capacity for growth
- Reduced congestion
- Improved air quality by a reduction in CO2 emissions of 6,673 tonnes
- Improved environment
- The project aims to create/ safeguard 93 direct jobs
- An increase in Gross Value Added of £7.3 million (2009 prices) by 2036 is expected from this project.
- The benefit cost ratio for the scheme has been calculated at 6.24:1

Risks

2.110 The key risks to the project and the related mitigation are:

- Lack of available resources. This will be mitigated by early identification of required resources and a sound business case.
- Tender returns from contractors higher than anticipated. This will be mitigated through internal checks on the costs of the work elements.

Costs

2.111 The project costs can be summarised as:

- The full business case has presented a total scheme cost of £10.3 million.

- The scheme cost has remained consistent with that presented at outline business case (Gateway 1).
- Further development funding is requested for additional design, land purchase / CPO progression and associated compensation and fees, advance utilities costs and some advance works. The current funding approval for development costs is £1.142 million and an increase of £2.718 million to a total of £3.86 million is requested.

Timescales

- Full business case with finalised costs approval at decision point 5 is forecast for March 2019
- Construction is estimated to commence April 2019
- Forecasted completion date (decision point 6) is March 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (full business case)	Recommendation: Investment Committee Decision: Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Assurance tolerances
That the scheme costs remain within 5% of the costs identified within this report. That the project delivery timescale remains within 3 months.

Project responsibilities

Senior Responsible Officer	Richard Bruce, Bradford Council
Project Manager	Phil Wagstaff, Bradford Council
Combined Authority case officer	Mott MacDonald (external consultant on behalf of the Combined Authority)

Appraisal summary

2.112 The project sets out a clear link to policies and strategies and the need for improvements to be made to reduce congestion and unlock growth in the area has been identified.

- 2.113 There is a strong economic case for the scheme with a benefit cost ratio of 6.24:1, which is categorised as “very high value for money” according to the Department for Transport’s criteria.
- 2.114 The project has the majority of planning permission in place which reduces the risks for the project to proceed. Bradford Council also aim to proceed with contract preparation, procurement and land acquisition prior to the full business case with finalised costs, submission which enables the project to be delivery ready.

Recommendations

2.115 That Combined Authority approves that:

- (i) The Hard Ings Road Improvements, Keighley project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total project value of £10.3 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- (iii) Further development costs of £2.718 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) to be funded from the West Yorkshire plus Transport Fund, taking the total project approval to £3.86 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford City Council for expenditure of up to £3.86 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 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	York Outer Ring Road Phase 2 (Monks Cross)
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 2.116 The York Outer Ring Road (YORR) programme includes improvements to seven existing Outer Ring Road roundabouts between the Wetherby Road and Monks Cross junctions. The YORR programme achieved Gateway 1 approval (equivalent to decision point 3 (outline business case) in the Combined Authority's Assurance process) at Combined Authority on 14 December 2014. The Gateway 1 approval allocated £37.6 million to the programme. It was subsequently agreed that the project would progress on a phased package basis with the programme business case being updated for each phase.
- 2.117 Phase 1 was approved by the Combined Authority's Managing Director on 19 March 2018. It is now on site and due for completion in January 2019.
- 2.118 Phase 2 will deliver improvements to the roundabout at the junction of A1237 (YORR), Monks Cross Drive, and North Lane, comprising:
- A1237 (YORR) approaches widened to three lanes;
 - A1237 (YORR) exits widened to two lanes;
 - Enlarge the roundabout;
 - Widening of minor arm approaches to match traffic flows.
 - Improved facilities for pedestrians and cyclists.

Outputs, benefits and inclusive growth implications

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

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

Risks

2.120 The key risks to the project and the related mitigation are

- Land assembly is required and still to be concluded. There is a potential impact to the programme should there be significant delays in concluding this. To mitigate this risk, land agents have been appointed to conclude the process and are seeking permissions for early entry to land for pre-construction works.
- As detailed costs are still to be confirmed there remains a risk of cost increases. City of York Council will undertake a robust review of final costs once known, as was carried out for Phase 1 works.

Costs

2.121 The project costs can be summarised as:

- Phase 2 costs estimated at £3.585 million (to be confirmed at decision point 5) to be funded by the Combined Authority from the West Yorkshire plus Transport Fund.
- Total programme costs forecast at £38.926 million.
- Additional development funding is not requested at this stage. Development costs of £2.45 million have been approved at a programme level.

Timescales

- Phase 2 - Forecast decision point 5 (full business case with finalised costs) approval - December 2018)
- Phase 2 - Forecast site start - January 2019
- Phase 2 - Forecast completion - October 2019

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4	Recommendation: Investment Committee Decision: Combined Authority
Decision point 5	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

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

Project responsibilities

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

Appraisal summary

- 2.122 Overall the business case presented provides sufficient evidence and justification that Phase 2 should proceed. The Economic and Strategic Cases for Phase 2 are intrinsically linked to the programme as a whole, when considered at a programme level these cases are sufficiently developed to recommend progression. The programme's benefits cost ratio is 2.9:1.
- 2.123 Whilst benefits are being measured at a programme level, there will be localised benefits realised at this junction once improvement works are delivered.
- 2.124 The roundabout proposals are all being designed to accommodate future enhancement to dual carriageway standard for the A1237. A Transformational Project is also currently underway to develop an outline Strategic Business Case for dualling of the A1237.

2.125 City of York council have recently submitted a draft Outline Business Case for funding from the Department for Transport to support dualling of the A1237 between the A19 and Hopgrove Roundabout as part of the Major Road Network. An announcement has recently been made by the Transport Secretary that City of York Council have been successful. It is understood that work will now start to prepare a final Outline Business Case for submission to the Department for Transport in order to obtain greater security around the funding. Construction of the first improvements on the new Major Road Network are expected to start in 2020-21. In order to achieve an efficient design and construction process to incorporate the dual carriageway sections, there may be impacts on the programme for Phases 3 and 4. This will be confirmed in due course as further details on the MRN funding become available.

Recommendations

2.126 That Combined Authority approves that:

- (i) The York Outer Ring Road Phase 2 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to Phase 2 to the value of £3.585 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Rail Park and Ride Programme Phase 1
Stage	2 (Development)
Decision Point	Change Request – activity 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

2.127 The Rail Park & Ride Programme: phase 1 supports the growth in rail demand by increasing parking capacity at rail station car parks. The programme was first approved by the Combined Authority in February 2016 and is funded by the West Yorkshire plus Transport Fund. The development of each car park will provide the following:

- Additional standard car parking spaces
- Department of Transport compliant number of blue badge car parking spaces.
- Additional closed circuit television and low energy lighting
- Re-surfaced and re-marked existing car park surfaces
- Enhanced drainage infrastructure, with fuel and oil interceptors
- Provision for more sustainable travel modes if not already provided including: cycle stands, motorcycle bays, future proofing for two electric vehicle charging bays where appropriate.

Description of Change Request

2.128 Phase 1 included sites currently in public ownership (owned either by Network Rail or local authorities) where land acquisitions were not required and sites could be converted to car parks in shorter timeframes.

2.129 There are three key changes that have resulted in the requirement to re-programme within phase 1 Rail Park & Ride programme.

2.130 Initial feasibility for some sites has identified that land is not publicly owned and additional station car parking is no longer deliverable with sites being put

on hold or removed from the programme. Other schemes provide an opportunity to increase, above expectations, the number of parking spaces providing a greater return on investment. The re-programming within phase 1 will enable schemes not deliverable to be removed from the programme and facilitate the funding of larger scale schemes that are deliverable within the programme timescales.

- 2.131 This change request also proposes that resource costs that are incurred at a programme level to March 2021 are charged to the programme funding approval as a whole rather than to the individual schemes.
- 2.132 Project development costs for individual schemes are already approved, with the exception of the Ben Rhydding scheme. This scheme has now been further defined and costs estimated. Development costs are now required to develop the outline business case which will be considered by the Investment Committee at a future date.

Sites in delivery/complete

Site	Additional parking spaces
South Elmsall	50
Fitzwilliam	103
Mirfield A	25
Hebden Bridge	45

Sites in development – working towards full business case with finalised costs

Site	Additional parking spaces
Mytholmroyd	203
Normanton	134
ShIPLEY	153
Steeton & Silsden	123

Sites at feasibility stage

Site	Additional parking spaces
Apperley Bridge	394
Ben Rhydding	200
Garforth	97
Guiseley	334

Moorthorpe	83
Outwood	125

Sites with 3rd party land issues, on hold and transfer to phase 2

2.133 Phase 2 of the programme will include the following:

- Knottingley: Wakefield Council to secure option to purchase 3rd party land; if successful the Combined Authority will re-assess demand for parking at the rail station.
- Morley: 3rd party land contaminated with challenging infrastructure requirements, resulting in the scheme, as it is, being unaffordable. There is an opportunity for the Combined Authority, Network Rail and Leeds City Council to collaborate and re-evaluate the scheme.
- Mirfield B: the land identified for this scheme is now required by the landowner, Network Rail. Work will be conducted in phase 2 to identify the suitability of alternative sites.

Sites not progressing in the programme

- Horsforth, Menston, Brighouse and Pannal, where no suitable sites are available for enhanced provision.

Outputs, benefits and inclusive growth implications

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

- Gross Value Added (GVA) at programme level - £8.2 million
- Employment benefit at programme level – an additional 117 jobs
- At programme level, spend will remain within £30.5 million yet has the potential to yield 30% more parking spaces than originally forecasted.
- Extend free rail car parking and enhance employment accessibility through the provision of additional car parking spaces
- Improve overall journey times through better access to the rail network
- Alleviate local streets from on-street parking by rail users
- Increase provision of Blue Badge parking bays
- Reduce car journeys and encourage modal shift onto rail through improved accessibility to the rail network.

Risks

2.135 The key risks to the project and the related mitigation are:

- The biggest risk to the programme is the issue of car park maintenance. The programme is capital funded and does not have the revenue funding

to cover the costs of ongoing maintenance therefore maintenance has to be finalised before each scheme can be approved at decision point 5 (full business case with finalised costs). Negotiations with Arriva Rail North (ARN) who are responsible for delivering half of the programme have resulted in their re-commitment to maintain the new car parks once completed. Discussions with district partners are ongoing.

- Programme: more complex schemes such as Guiseley and Apperley Bridge have challenging programmes which may result in delivery after March 2021. This is being mitigated by exploring if feasibility and design works can commence as soon as possible.

Costs

2.136 The programme costs can be summarised as:

- The total cost of the schemes in the programme in delivery and developed is £30.5 million.
- Project development costs £150,000 are requested for the feasibility and option selection for Ben Rhydding.
- Recharging the programme-level resource costs to the programme-level expenditure approval will require a funding increase of £540,000 taking the approval from £1.161 million to £1.701 million. This is affordable within the overall allocation for the programme of £30.5 million.

Timescales

- Forecast full approval of all sites by January 2020
- Forecast start of phased construction date by September 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Stage 2 (Development) change request	Recommendation: Investment Committee Decision: Combined Authority
Each scheme within the Programme will proceed through its own assurance pathway and approval route as defined by the scale and complexity of each scheme.	

Tolerances

Assurance tolerances
That Combined Authority costs should remain within 10% of the costs outlined in this report. That timescales should remain within 6 months of the timescales set out in this report. That all scheme outputs remain within 20% of those detailed in the business case.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Paul Coy

Appraisal summary

- 2.137 The overall number of schemes within the Rail Park & Ride programme has changed from 16 to 14 yet still has the potential to generate 30% more spaces and therefore provides a more efficient use of resources.
- 2.138 The economic case for each individual scheme will be assessed as part of decision point 5 (full business case with finalised costs) approval and the accumulative benefits will be assessed at programme level towards 2021.
- 2.139 At programme level, the expenditure will remain within £30.5 million yet has the potential to yield 30% more parking spaces than originally forecasted.
- 2.140 The management case has become more complex. However Arriva Rail North have since re-affirmed their commitment to maintain the phase 1 car parks and discussions with district partners are ongoing.

Recommendations

- 2.141 That Combined Authority approves that:
- (i) The change request to the Rail Park & Ride Programme phase 1 re-programming and re-allocation of funds within the programme is approved. This highlights as to which schemes will progress in phase 1 and which schemes will be moved into phase 2.
 - (ii) Development costs of up to £150,000 for the Ben Rhydding scheme from West Yorkshire plus Transport Fund are approved, subject to confirmation from the City of Bradford Metropolitan District Council that land will be made available.
 - (iii) That the Rail Park and Ride Phase 1 programme-level expenditure approval will increase from £1.161 million to £1.701 million to be funded from the West Yorkshire plus Transport Fund.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Outwood Station Park and Ride
Stage	2 (Development)
Decision Point	Change Request – activity 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

- 2.142 The Combined Authority Rail Park & Ride Programme is funded through the West Yorkshire plus Transport Fund. It consists of 14 sites adjacent to rail stations that are to be developed into car parking for the benefit of rail users.
- 2.143 The West Yorkshire Combined Authority approved Outwood Rail Station at decision point 2 in June 2017 at a total scheme value of £1.1 million including £110,600 developments costs. Wakefield Council is the land owner of the potential site and the car park extension will be delivered, operated and maintained by them. As part of the business case development four options were appraised. The selected preferred option does not require third party land acquisition and was the least expensive in terms of total scheme costs. The car park extension will include additional parking bays; LED lighting, closed circuit television, drainage and access road. This access road has been identified as a scope change and has been appraised as part of this change request.

Description of Change Request

- 2.144 An independent options appraisal was undertaken and a preferred option selected. Whilst this had the lowest total scheme costs and was considered to be the most effective option, costs have increased from those presented at decision point 2. However, this can be accommodated within the re-profiling of the Phase 1 programme.
- 2.145 The scope of the Rail Park & Ride Programme is restricted to the car park and does not allow for works to the station itself or highways; however the preferred option is only deliverable with the inclusion of a 400 metre access road and as a result requires a change to the scope of the scheme set out by the programme.

2.146 Wakefield Council have agreed to maintain the new access road and car park. This was originally out of scope, but when reviewing the other options this was considered to be the best approach and this will form part of the funding agreement.

Outputs, benefits and inclusive growth implications

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

- 125 marked parking bays, access road, CCTV, drainage, lighting.
- Improved connectivity to the rail network and urban centres reducing overall journey times.
- The access road will provide a safe controlled access to the car park and is more cost efficient than the other options considered which would require 3rd party land acquisition in order to mitigate safety risks associated with the design.

Risks

2.148 The key risks to the project and the related mitigation are

- The anticipated demand for the car park is significantly lower than expected. Mitigation - This will be mitigated by performing surveys to review the benefits of the before and after scenarios.
- Additional parking may not increase use of the station, but transfer vehicles from the side roads currently being used. Mitigation - This will be mitigated by performing surveys to review the benefits of the before and after scenarios.
- Increase in funding required to accommodate within the overall Rail Park & Ride Programme as a result of this change request. Mitigation – A change request for re-programming the phase 1 Rail Park & Ride programme, which includes this revised scheme is being presented to the same Combined Authority meeting.

Costs

2.149 The project costs can be summarised as:

- The total estimated project costs for the scheme are £1.540 million. This is a £440,000 increase from the total scheme costs presented at decision point 2.
- Development costs have increased by £29,400 from the original approval of £110,600 to £140,000. As a result the Combined Authority will also enter into a funding agreement with Wakefield Council for expenditure up to £130,000

Timescales

- The forecast full approval is November 2019.

- The forecast completion date is November 2020.

Assurance pathway and approval route

Assurance pathway	Approval route
Activity 3 change request (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Assurance tolerances
That Combined Authority costs should remain within 10% of the costs outlined in this report. That timescales should remain within 6 months of the timescales set out in this report. That if all scheme outputs decrease by more than 20%.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Paul Coy, Combined Authority

Appraisal summary

2.150 The strategic change with regards to option 2, would mean that an access road would need to be provided to the car park. The demand for the scheme is strong which will double the capacity. In terms of economic case the benefit cost ratio estimated at worst case is 2.3:1 which is good. It is expected that this will be improved after the tender process. The increase in costs is affordable as a result of the re-programming within phase 1 of the overall Rail Park and Ride Programme.

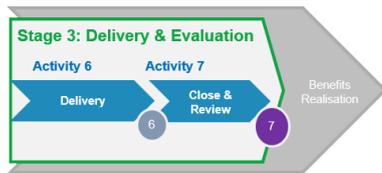
Recommendations

2.151 That Combined Authority approves that:

- (i) The change request to extend the scope at Outwood Rail Station is approved to include the provision of an access road.
- (ii) That indicative approval is given to the revised scheme costs of £1.540 million which will be funded from the West Yorkshire plus Transport Fund.

- (iii) That additional development costs of £29,400 are approved taking the total expenditure approval for project development to £140,000.
- (iv) Combined Authority enter into a funding agreement with Wakefield Council for expenditure up to the value of £130,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and evaluation



2.152 There are no schemes in stage 3 to present in this report.

3 Inclusive Growth Implications

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

4 Financial Implications

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

5 Legal Implications

5.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

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

6 Staffing Implications

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

7 External Consultees

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

8 Recommendations

Project Lapwing

8.1 That Combined Authority approves that:

- (i) The Lapwing project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).

- (ii) An indicative approval to the Combined Authority's contribution of £1million (which will be funded through the Local Growth Fund's Strategic Inward Investment 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).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

A61S Bus Priority Corridor, Leeds

8.2 That Combined Authority approves that:

- (i) The A61 South project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £14.15 million is given from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Stourton Park and Ride

8.3 That Combined Authority approves that:

- (i) The Stourton Park and Ride project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval is given to the total project value of £30.1 million, of which £27.3 million will be funded by the Combined Authority from the Leeds Public Transport Investment 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). This indicative approval is subject the scheme being successful in gaining ERDF funding for the scheme. In the event that the ERDF bid is not successful an indicative approval of £25.4 million from the Leeds Public Transport Investment Fund will be applied.

- (iii) Further development costs of £635,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council to increase by £635,000 from the Leeds Public Transport Investment 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.

Elland Road Park and Ride Phase 3

8.4 That Combined Authority approves that:

- (i) The Elland Road Park and Ride Phase 3 project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £5.75 million is given to be funded from the Combined Authority from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Further development costs of £165,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total development cost expenditure approval to £410,000.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council to increase by £165,000 from the Leeds Public Transport Investment Fund for expenditure of up to £410,000.
- (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

Leeds Enterprise Zone Power Solution

8.5 That Combined Authority approves that:

- (i) The project proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).

- (ii) An indicative approval to the total project value of £5 million is given which will be funded by the Combined Authority from the Local Growth fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

A650 Bradford to Keighley Corridor (Hard Ings)

8.6 That Combined Authority approves that:

- (i) The Hard Ings Road Improvements, Keighley project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total project value of £10.3 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- (iii) Further development costs of £2.718 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) to be funded from the West Yorkshire plus Transport Fund, taking the total project approval to £3.86 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford City Council for expenditure of up to £3.86 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 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

York Outer Ring Road Phase 2 (Monks Cross)

8.7 That Combined Authority approves that:

- (i) The York Outer Ring Road Phase 2 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to Phase 2 to the value of £3.585 million is given from the West Yorkshire plus Transport Fund with full approval to spend

being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

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

Rail Park and Ride Programme Phase 1

8.8 That Combined Authority approves that:

- (i) The change request to the Rail Park & Ride Programme phase 1 re-programming and re-allocation of funds within the programme is approved. This highlights as to which schemes will progress in phase 1 and which schemes will be moved into phase 2.
- (ii) Development costs of up to £150,000 for the Ben Rhydding scheme from West Yorkshire plus Transport Fund are approved, subject to confirmation from the City of Bradford Metropolitan District Council that land will be made available.
- (iii) That the Rail Park and Ride Phase 1 programme-level expenditure approval will increase from £1.161 million to £1.701 million to be funded from the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Outwood Station Park and Ride

8.9 That Combined Authority approves that:

- (i) The change request to extend the scope at Outwood Rail Station is approved to include the provision of an access road.
- (ii) That indicative approval is given to the revised scheme costs of £1.540 million which will be funded from the West Yorkshire plus Transport Fund.
- (iii) That additional development costs of £29,400 are approved taking the total expenditure approval for project development to £140,000.
- (iv) Combined Authority enter into a funding agreement with Wakefield Council for expenditure up to the value of £130,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be

subject to the scheme remaining within the tolerances outlined in this report.

9 Background documents

9.1 Business case summaries and location maps for the schemes recommended for approval by the Investment Committee are available here:

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=156&MID=736#A13626>

10 Appendices

- Appendix 1 – Background to the Combined Authority’s Assurance Framework
- Appendix 2 – Location maps for the schemes presented in this report
- Appendix 3– Business case summary for Project Lapwing (EXEMPT)