

Report to: West Yorkshire Combined Authority

Date: 14 February 2019

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Cath Pinn

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 One of the schemes being considered today was recommended by January's West Yorkshire and York Investment Committee, (the Investment Committee), the remainder from February's Investment Committee. Please note, at the time of preparing this report the majority of these schemes will not have been considered by Investment Committee which meets on 6 February. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in April 2019) the report is being presented at this time. The recommendations within this report are based on those being put to Investment Committee. The Chair of the Investment Committee will provide a verbal update on the outcome of the 6 February Investment Committee's consideration of these schemes and whether there are any changes to the recommendations to be considered by the Combined Authority. Any significant changes will be presented in an addendum to the report.
- 1.3 In December 2018, the Combined Authority amended the terms of reference of the Investment Committee to provide for the Committee to make any decision to progress a scheme under the Leeds City Region Assurance Framework, in accordance with the scheme's bespoke approval pathway and approval route (subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%). This is the first report to the Combined Authority which includes information on the exercise of the Investment Committee's new delegated decision making role. Decisions made by Investment Committee which are for the Combined Authority's information, and those requiring an approval decision by the Combined Authority, will be made clear in this report

through being highlighted in the summary table and the recommendations where applicable.

- 1.4 This report presents proposals for the progression of 5 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 £41.080 million when fully approved, of which £40.950 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £2.734 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
<p>Raising Aspirations Leeds City Region (February's Investment Committee)</p>	<p>This scheme will conduct a pilot which will investigate the best activities to undertake to support disadvantaged pupils to raise their aspirations. Activities will include strengthening engagement with employers, widening pupil's experience of jobs beyond their home communities and engagement with young role models working in priority sectors. Support will be provided in the form of a grant to schools and will complement the work of the Local Enterprise Partnership's Enterprise Co-ordinators. The scheme will be funded through Business Rates Pool funding.</p> <p>The scheme will deliver an enhanced model of enterprise education to 3,500 most disadvantaged learners in the Leeds City Region and will engage an additional 20 employers to deliver 6,000 employer encounters. With the outcome of improving participants' destinations and making them less likely to become NEET (not in education, employment and training).</p>	<p>Approval to proceed through decision point 2 and work commences on activity 5 (full business case with finalised costs) subject to external funding being secured.</p> <p>Total value - £400,000</p> <p>Total value of Combined Authority funding - £400,000</p> <p>Funding recommendation sought - £0</p>
<p>Headrow City Centre Gateway</p>	<p>The scheme comprises a set of significant on-street enhancements to bus,</p>	<p>Approval to proceed through decision point 3 and work</p>

Scheme	Scheme description	Decision sought
<p>Leeds (January's Investment Committee)</p>	<p>pedestrian and cycling infrastructure and public realm in Leeds City Centre to the north of the city centre's main pedestrian area.</p> <p>Improvements will be made to the Headrow, Westgate, Vicar Lane, New Briggate, Cookridge Street, Harrison Street, Eastgate and parts of some adjacent streets.</p> <p>The scheme is to be funded through the devolved Department for Transport funding forming the Leeds Public Transport Investment Programme.</p> <p>The benefit cost ratio (BCR) is 1.14:1, with an adjusted BCR of 1.26:1 taking in to account bus based wider economic impacts.</p> <p>The scheme's wider social benefits include improved public health and quality of life through delivering better connectivity, reducing journey times, encouraging active travel, and reducing carbon emissions.</p>	<p>commences on activity 4 full business case.</p> <p>Total value - £20.7 million</p> <p>Total value of Combined Authority funding - £20.7 million</p> <p>Funding recommendation sought - £500,000</p>
<p>A647 Bus Priority Corridor Leeds (February's Investment Committee)</p>	<p>The scheme consists of a series of improvements along the Leeds A647 corridor to improve bus journey times and reliability and increase bus patronage.</p> <p>It involves extending sections of existing bus lanes, introducing bus priority measures at traffic signals, the relocation and reorganisation of bus stops and changes to the Ledgard Way/Armley Road junction.</p> <p>The scheme supports Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It is part of and funded by the Leeds Public Transport Investment Programme (LPTIP) and will be funded through the</p>	<p>Approval to proceed through decision point 3 and commence work on activity 4 (full business case)</p> <p>Total value - £9.68 million</p> <p>Total value of Combined Authority funding - £9.68 million</p> <p>Funding recommendation sought - £0</p>

Scheme	Scheme description	Decision sought
	<p>devolved Department for Transport funding.</p> <p>The forecast benefit cost ratio (BCR) is 3.39:1 which represents 'high' value for money (VfM) The scheme's wider social benefits include providing better accessibility to jobs and services for local communities within areas of high deprivation and reducing levels of nitrogen oxides on a key public</p>	
<p>Corridor Improvement Programme Phase 1 – Huddersfield Southern Corridors</p> <p>Kirklees</p> <p>(February's Investment Committee)</p>	<p>This scheme is to be delivered as part of the Corridor Improvement Programme (CIP) phase 1 - to address transport challenges from growth associated with new housing and employment sites across the City Region.</p> <p>The scheme is to be funded by the West Yorkshire plus Transport Fund.</p> <p>The scheme will deliver highways, junction and traffic signal improvements, enhancement to pedestrian footpaths and crossing facilities, new cycle crossing provision, bus stop improvements, and public realm enhancements to address the causes of congestion and constraints to economic growth on the southern side of Huddersfield town centre.</p> <p>The benefit cost ratio (BCR) for the scheme is 2.2:1 which is judged to represent high value for money.</p> <p>The scheme's wider social benefits include health benefits by promoting active travel through provision of walking and cycling facilities, and improving air quality through reducing congestion.</p>	<p>Approval to proceed through decision point 3 and work commences on activity 4 full business case.</p> <p>Total value - £8.199 million</p> <p>Total value of Combined Authority funding - £8.199 million</p> <p>Funding recommendation sought - £2.234 million of which:</p> <ul style="list-style-type: none"> • Scheme development £634,000 • Land acquisition £1.6 million
<p>Rochdale Canal – Cycle Safety Fund</p>	<p>The scheme will deliver a high quality 6km cycle route between Hebden Bridge and</p>	<p>Approval to proceed through decision point 4 and work commences on activity 5</p>

Scheme	Scheme description	Decision sought
<p>Calderdale (February's Investment Committee)</p>	<p>Todmorden. It will form part of the Calder Valley cycle route and is part of the CityConnect programme.</p> <p>It supports Priority Area 3 (Clean Energy & Environmental Resilience) and 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>The scheme will be funded by the Department for Transport Cycle Safety Grant, the Cycle City Ambition Grant (CCAG City Connect Programme).</p> <p>The forecast benefit cost ratio of the scheme is 1.4:1. Taken as the full 12km Corridor between Todmorden and Sowerby Bridge this increases to 2:1 As well as supporting an increase in the number of walking and cycling trips, it will support a reduction in cyclist road traffic accidents on the A647 corridor and reduce the risk of flooding to homes along the canal corridor.</p>	<p>(full business case with finalised costs).</p> <p>Total value - £2.101million</p> <p>Total value of Combined Authority funding - £1.971 million</p> <p>Funding recommendation sought - £0</p>

Additional approvals - Delegation sought to the Investment Committee

- 1.5 In addition to decisions relating to the above schemes, a sub-delegation is sought from the Combined Authority to the Investment Committee in relation to Calderdale's A629 phase 2 scheme and the Dewsbury Riverside Housing Scheme.
- 1.6 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.

- 1.7 This report provides information required to enable the Combined Authority to approve each of the above elements.
- 1.8 Since the Combined Authority's meeting on 13 December 2019, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee. Under the delegation a total expenditure of £113,000 has been approved.

Scheme	Scheme description	Decision
Bradford Interchange Station Gateway – Phase 1	To deliver an improved gateway environment at Bradford Interchange which will improve the customer experience and the pedestrian environment.	<p>Activity 3 (outline business case) change request to approve an increase in development costs due to scope of feasibility works from £180,000 to £293,000. There is no change to the total project costs.</p> <p>To approve a timeframe extension for the delivery of this project from September 2020 to October 2021.</p> <p>Total Value - £5.65 million</p> <p>Total value of Combined Authority funding - £5.65 million</p> <p>Funding Recommendation sought - £113,000</p>
Bradford Forster Square Station Gateway	<p>To deliver an improved gateway environment at Bradford Forster Square which will improve the customer experience and the pedestrian environment.</p> <p>For information, DfT have requested "small bid" submissions to the Transforming Cities Fund and a bid of £4 million is proposed to be submitted for Bradford Forster Square Station Gateway to enhance accessibility and therefore enable the delivery of the Bradford Forster Square masterplan ambition.</p>	<p>Activity 4 (full business case) change request to approve an increase the delivery timeframe from March 2021 to December 2021.</p> <p>There is no change to the total project costs.</p> <p>Total Value - £17.311million</p> <p>Total value of Combined Authority funding - £17.061 million</p> <p>Funding Recommendation sought - None</p>
Halifax Town Centre - Northgate House Calderdale	The scheme involves the refurbishment of part of the former Calderdale Council offices at Northgate House to create 4,274m ² of office and 1,115m ² of retail	Approval to proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs) subject to a

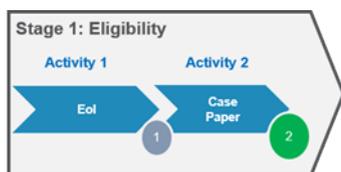
Scheme	Scheme description	Decision
	<p>floorspace. It supports Priority 4 (Infrastructure for Growth) of the SEP.</p> <p>The scheme is funded by the Local Growth fund (LGF) Growth Deal 3. It has the potential to generate 427 gross jobs when 85% let and £30m of Gross value added (GVA) to the local economy over a 10-year period following completion - a GVA based Benefit cost ratio (BCR) of 10:1.</p> <p>The scheme's wider social benefits relate to the new employment and training opportunities associated with occupiers letting space in the completed development and also supporting the vitality and vibrancy of Halifax town centre by increasing footfall.</p>	<p>full RICS Red Book Valuation report</p> <p>Total value - £10.655 million</p> <p>Total value of Combined Authority funding - £3.0 million</p> <p>Funding recommendation sought - £0</p>

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 9 January 2019 and 6 February 2019.

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	Raising Aspirations
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 scheme will be delivered by the Economic Services directorate of the Combined Authority and has been designed to deliver against Priority 2 of the Strategic Economic Plan and the Leeds City Region Employment and Skills Plan in terms of “Greater Education connected to businesses” and “Employability, accessing jobs and realising potential”. The scheme will enhance and complement the work undertaken by the Leeds City Region’s Local Enterprise Partnership’s Enterprise Coordinators. The scheme will be funded from the Business Rates Pool funding, the aim of which is to support regional economic growth by providing support to and working in collaboration with regional partners. This scheme formed part of the wider “Raising Aspirations” application made to this funding stream.

2.6 The Raising Aspirations School Pilot scheme will involve conducting a pilot at schools with high numbers of disadvantaged pupils and / or with an intake of pupils from the most deprived wards of the Leeds City Region. Disadvantaged institutions/pupils will be identified using Department for Education figures for pupil premium, and IDACI (income deprivation affecting children index). Funding will be used to develop a school pilot fund. Grants will be awarded to schools / colleges to support an increase in activity to raise aspirations amongst disadvantaged pupils by strengthening engagement with employers, widening pupil’s experiences of jobs beyond their home communities and engagement with young role models working in priority sectors. An evaluation of the pilot will also be undertaken, and the pilot will culminate in a best practice sharing workshop.

2.7 The Combined Authority has been delivering a highly regarded Enterprise in Education service since 2015 with a universal offer in place and is currently working with 90% of Leeds City Region’s secondary schools and colleges. The service has supported 215 employers to build greater links with education and are particularly keen to engage companies from skills shortage and growth sectors, in order to raise awareness of the career opportunities that they offer. This pilot provides a unique opportunity to address ‘cold spots’ through a fund only available to schools and colleges in order to design solutions for the most disadvantaged communities.

2.8 Applications for grant funding will be made against an eligibility criteria. The minimum funding offered is £7,000 and £50,000 is the maximum threshold.

For grants of £7,000 - £25,000	Schools will be asked to demonstrate either cash match or in-kind support from employer time
For grants of £25,000 - £40,000	Schools will be asked to demonstrate cash match of 20%
For grants of £40,000 - £50,000	Up to two grants will be available for projects requesting £40,000 - £50,000. Schools will need to demonstrate an increased cash match fund of at least 50% and demonstrate a high scoring for all areas of funding criteria (see below)

2.9 Grant applications received will be considered by an advisory panel who will make recommendations to senior officers with delegated responsibilities to approve applications. The Local Enterprise Partnership’s Employment and Skills Panel will retain oversight of scheme delivery.

2.10 Combined Authority scheme funding for the scheme has been secured via the business rates pool ‘call for projects’ process.

Outputs, benefits and inclusive growth implications

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

- Enable schools to meet the eight Gatsby Career Benchmarks of good practice as outlined in the Government's Careers Strategy.
- Deliver an enhanced model of enterprise education directly to 3,500 most disadvantaged learners by June 2020.
- Engaging an additional 20 employers to deliver 6,000 employer encounters (including to the learners identified above) by June 2020.
- Sharing best practice will help to reach in total 18,000 disadvantaged learners indirectly by June 2020.
- Evidence shows that where learners have more opportunities to engage with employers they are less likely to be unemployed, and more likely to earn more than their peers as they are enabled to make better informed choices about their next steps in education, training or employment.

Risks

- 2.12 **Risk** - Lack of grant applications received from schools - **Mitigation** - Consultation with Headteachers during grant development to establish realistic timescales for schools. Enterprise Coordinators with existing relationships with schools will promote the fund to schools and support them to submit applications. A communication plan will include press releases and social media to ensure awareness across West Yorkshire. Two rounds of funding will also allow for changes to be made to the promotion and communication as necessary.
- 2.13 **Risk** - Applications received are not from target schools with high numbers of pupil premium students or cohorts from area of deprivation - **Mitigation** - Clear and transparent criteria shared with schools which values applications from schools with higher pupil premium numbers and with intakes from areas of deprivation. Analysis undertaken from Department of Education by Combined Authority to measure schools comparative level of deprivation in this way. Scoring to recognise impact on pupil premium pupils through value for money. If required a second round of funding would allow opportunity to review criteria.
- 2.14 **Risk** - Quality of applications is low and not linked to Combined Authority's strategic priorities - **Mitigation** - Schools will be supported by their Enterprise Coordinator as a Combined Authority Lead, who will have received training and documentation enabling them to help schools understand and meet the criteria. Schools will also be allowed up to two opportunities to resubmit applications, receiving feedback from the panel on why they were unsuccessful.
- 2.15 **Risk** - School awarded grants fail to complete their projects within the required timescale - **Mitigation** - Finances will be released to schools in two parts, 60% for approved applications and 40% for completion of evaluation. School must agree to monitoring including a termly Compass report and a project update midway through the project with final evaluation due April - July 2020. Enterprise Coordinators for schools will continue to support schools to oversee delivery and ensure timely submission of evaluation material.

Costs

- The current total forecast cost of the scheme is £400,000.
- The Combined Authority will contribute the full £400,000 which will be funded from the secured business rates pool funding.
- No development funding is required for this scheme

Timescales

- The scheme is forecast to reach decision point 5 approval by March 2019
- Final deadline for applications from schools is May 2019
- Delivery of projects supported by the Raising Aspirations Schools Pilot - May 2019 – July 2020
- The scheme is forecast to achieve decision point 6 approval by July 2020
- Evaluation of activities against progression towards Gatsby benchmarks. Case studies collected and learning shared through a best practice event - May 2020 to October 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 2 (case paper)	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

Assurance Tolerances

Assurance tolerances
That the total project costs remain at the level set out in this report. That the project delivery timescale remains within 3 months of the timescales identified. That learners assisted should remain within 10% of the figure outlined in this report.

Project responsibilities

Senior Responsible Officer	Michelle Burton, Combined Authority
Project Manager	Sonya Midgley Combined Authority

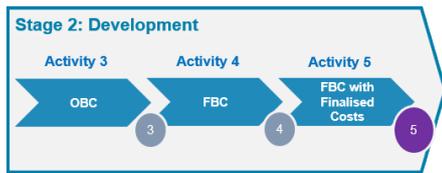
Appraisal summary

- 2.16 The project has a strong fit to the Leeds City Region SEP priorities and has good evidence to prove the need for it. The objectives, output and outcomes appear reasonable however clarification is needed around the wide aim of delivering grants to 8-49 schools. Timeframes for commencing the pilot are challenging with advice from head teachers stating that at least one full academic year is required to implement higher value projects. Full engagement with schools to raise awareness of the pilot has not fully commenced, although the Enterprise Coordinator team supporting schools have been briefed. A later start date has been reflected in a later end date to allow a full academic year for the project and to mitigate the risk. This may impact on the number of applications received, this will be addressed in advance of the scheme receiving decision point 5 approval.

Recommendations

- 2.17 That the Combined Authority approves that:
- (i) The Raising Aspirations project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the total project value of £400,000 to be funded by the Combined Authority from the secured business rates pool funding 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



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

Project Title	Headrow City Centre Gateway
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

- 2.19 This scheme presented for decision point 3 approval (outline business case) forms 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.

- 2.20 The programme is comprised of the following packages:

- Bus Priority Corridors
- Bus Park and Ride
- City Centre Gateways
- Rail
- Bus Transformation
- Mass Transit

- 2.21 The Headrow Gateway scheme is one of four projects proposed for delivery within the LPTIP City Centre Gateway package. The proposal seeks to make required changes to the current transport network and public realm provisions to ensure economic potential of the city is not held back. By addressing the identified shortcomings, will enhance the sustainable transport offer in the city centre and improve public realm which will foster economic growth and improve the environment.
- 2.22 The scheme comprises of the following interventions:
- Changes to highway geometry with removal of central reserve.
 - Applying general restrictions to traffic moving through the gateway.
 - Footway widening.
 - Provision of new green infrastructure.
 - Provision of new public open spaces.
 - Improved pedestrian crossings.
 - Provision of new protected cycle lanes.
 - Removal or relocation of some on-street parking, loading and taxi provision.
 - Public realm enhancement.
 - Bus re-routing.
- 2.23 As part of the scheme, improvements will be made to the Headrow, Westgate, Vicar Lane, New Briggate, Cookridge Street, Harrison Street, Eastgate and parts of some adjacent streets.
- 2.24 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan (SEP), by creating additional capacity to enable development, and helping to achieve the Leeds City Region SEP principle of 'Good Growth'.
- 2.25 The LPTIP programme was given decision point 2 (case paper) approval by the Combined Authority in June 2017, with an indicative LPTIP programme approval of £183.266 million and £15.310 million to fund project development costs of individual schemes as they come forward at outline business case (decision point 3).
- 2.26 Within the aforementioned programme approval, the City Centre Gateway package received an indicative allocation of £29 million towards scheme costs, with approval of £600,000 towards Headrow Gateway project development costs to outline business case (decision point 3).
- 2.27 The Headrow Gateway scheme is now presented at outline business case (decision point 3) and seeks to progress to full business case (decision point 4).

- 2.28 Given the Headrow Gateway scheme is requesting £20.7 million of the allocated £29 million, the scheme promoter has provided a statement on LPTIP Programme affordability - stating it is not feasible to develop all projects concurrently, therefore a prioritisation process is underway. In addition feedback from the extensive consultation undertaken has driven which schemes come forward first. With respect to the City Centre Gateway package, the Headrow Gateway scheme received a greater positive reaction than the other corridor proposals and is seen as the core Gateway scheme.
- 2.29 Leeds City Council (LCC) has provided further details on the prioritisation process for schemes coming forward within individual work packages and this will be considered by the LPTIP Programme board.

Outputs, benefits and inclusive growth implications

- 2.30 The forecast outputs, benefits and inclusive growth implications are:
- Increase overall bus patronage by 100% by 2026.
 - Improve end to end bus journey times and bus punctuality through reducing cross-city journey times through the Gateway by 20% by 2020.
 - 50% improvement to bus punctuality through the Gateway.
 - Improve air quality in the Gateway through reducing carbon emissions - indicator to be tracked.
 - Improve facilities for cyclists and pedestrians.
 - Improve connectivity between bus and rail services in the city.
 - A value for money benefit to cost ratio of 1.14:1 with an adjusted benefit to cost ratio of 1.26:1 taking in to account bus based wider economic impacts.
 - Through improving the transport network and connectivity, will better connect people to job and education across the city.
 - Through enhancements to public realm and green infrastructure, improved facilities for cyclists and pedestrians encouraging active travel, and reduced bus journey times, will improve quality life.

Risks

- 2.31 The key risks to the project and the related mitigation are:
- Unanticipated statutory diversions causing additional costs and delays to the delivery programme, to be mitigated through early information gathering and research relating to utilities.
 - Objections from the Hackney Carriage trade to the removal of their ranks are upheld, requiring changes to scheme design. Additional costs will be incurred to cover changes to design and mitigation measures. Early engagement has been had with further consultation scheduled for early 2019.

Costs

2.32 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £20.7 million.
- The Combined Authority will fund £20.7 million from the devolved Department for Transport Leeds Public Transport Investment Programme Fund.
- The Combined Authority of June 2017 at decision point 2 (case paper) approved £600,000 to fund project development costs to Outline Business Case (decision point 3).
- The scheme now seeks a further £500,000 at outline business case (decision point 3) to fund project development costs to full business case with finalised costs (decision point 5) taking total project development costs funding sought to £1.1 million, which represents 5.3% of total scheme costs.
- The Combined Authority will need to enter in to an addendum to the existing Funding Agreement to the value of £1.1 million.

Timescales

- Outline business case (decision point 3) - February 2019.
- LCC executive board approval - March 2019.
- Full business case (decision point 4) - April 2019.
- Full business case with finalised costs (decision point 5) - July 2019.
- Construction commences - August 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 Decision: Combined Authority
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team

	Decision: Combined Authority's Managing Director
--	--

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs should remain within 10% of the costs set out in this report.</p> <p>That programme timescales should remain within 3 months of the timescales set out in this report.</p>

Project responsibilities

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

Appraisal summary

- 2.33 The strategic case for the Headrow Gateway scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 'Infrastructure for Growth' - improving connectivity by enhancing the transport network, reducing congestion and carbon emissions, and encouraging active travel through improved cycling and pedestrian facilities. This 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.
- 2.34 The core benefit to cost ratio of 1.14:1 and the adjusted benefit to cost ratio of 1.26:1 both indicate a low value for money scheme. The scheme however as alluded to above will deliver a number of wider outputs and benefits, which reflects the need to consider the strategic context of the scheme as important.
- 2.35 It is recommended the scheme promoter at full business case (decision point 4) demonstrates a robust strategy with board approval to delivering the other three schemes profiled within the LPTIP City Centre package, given the Headrow Gateway scheme will expend £20.7 million of the £29 million allocated.
- 2.36 The Combined Authority will act as the accountable body, providing approval to fund the scheme through the Leeds Public Transport Investment Fund.
- 2.37 Leeds City Council will be the delivery lead with WSP as development partner, and Sisk+Capita appointed as delivery partners (detailed design and delivery).
- 2.38 The scheme will continue reporting to the Leeds Public Transport Investment Programme Board, managed by the Combined Authority.

Recommendations

2.39 That the Combined Authority approves that:

- (i) The Headrow Gateway scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £20.7 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) Development costs of £500,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project approval to £1.1 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1.1 million 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	A647 Bus Priority Corridor
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

- 2.40 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 2.41 This A647 Corridor scheme forms part of the Bus Priority Corridor package, which aims to target investment in a number of key corridors to reduce bus journey times and improve bus services. The other schemes included in the package are A660, A58, A61 (North) and A61 (South). The A61 (South) scheme received decision point 3 approval for £14.5 million from the Combined Authority on 13th December 2018 following recommendation by the Investment Committee on 7th November 2018.
- 2.42 In addition, the scheme also interfaces with the following schemes which have been allocated funding by the Combined Authority
- Dawsons Corner Corridor Improvement Programme scheme
 - Expansion of rail-based park and ride facilities at New Pudsey Station
 - Reconfiguration of Armley Gyratory as part of the Leeds City Centre Package
- 2.43 The A647 Corridor scheme extends from the Armley Gyratory to the Leeds border with Bradford and includes the Leeds Road Gyratory in Bradford and the B6157 Stanningley Road/Bradford Road through Stanningley.

- 2.44 The scheme consists of a series of corridor improvements along the corridor, including:
- Extending sections of existing bus lanes, including the conversion of existing High Occupancy Vehicle (HOV) lanes into dedicated bus lanes;
 - Bus priority measures at traffic signals and the relocation and reorganisation of bus stops;
 - Lengths of new bus lanes;
 - Improvements to the Ledgard Way/Armley Road junction; and
 - Improvements to pedestrian facilities along the corridor and some cycle measures to complement and enhance the cycle Superhighway
- 2.45 The primary objective of the scheme is to increase bus patronage and improve bus journey times which support the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It will also support the delivery of Priority 1 (Growing Businesses, Priority 2 (Skilled People and Better Jobs), and Priority 3 (Clean Energy and Environmental Resilience).
- 2.46 The scheme forms part of the Leeds Public Transport Investment Programme (LPTIP). The programme received decision point 2 approval from the Combined Authority on 29 June 2017. As part of the LPTIP approval, the Bus Priority Corridor package was given an indicative allocation of £48.9 million towards scheme costs.
- 2.47 This scheme is one of five in the Bus Priority Corridor package, the others are A660, A58, A61 (North) and A61 (South). The A61 (South) scheme received decision point 3 indicative approval for £14.5 million from the Combined Authority on 13 December 2018 following recommendation by the Investment Committee on 7 November 2018
- 2.48 Leeds City Council (LCC) has provided further details on the prioritisation process for schemes coming forward in this package and this will be considered by the LPTIP Programme board on 27 January 2019.
- 2.49 LCC are the promoters for LPTIP with WSP as development partner and BAM are the appointed contractor for the programme.
- 2.50 This scheme interfaces and complements the improvements proposed as part of the A647 Dawsons Corner Corridor Improvement Programme scheme which received decision point 3 indicative approval for £20.159 million from the Combined Authority on 13 December 2018.
- 2.51 Public and stakeholder engagement on the objectives of the scheme which has fed into the emerging designs, was carried out in February/March 2018 and during November/December 2018.

Outputs, benefits and inclusive growth implications

2.52 The forecast outputs, benefits and inclusive growth implications are

- A 25% increase in bus patronage on the corridor by 2026.
- Improved end-to-end journey times and punctuality for buses, reducing journey time variability.
- Improved quality of bus passenger experience and levels of satisfaction.
- Improved facilities for cyclists and pedestrians, including access to bus stops.
- Improved network safety for all users.
- Improved access to employment and training via public transport.
- Reduced levels of nitrogen oxides on the key public transport corridors.
- The benefits will accrue from scheme completion in 2021 and will be measured 3 years after opening. The forecast benefit cost ratio (BCR) is 3.39:1 which represents 'high' value for money (VfM).

Risks

2.53 The key design and delivery risks to the scheme and associated mitigation measure are: -

- Objections to the proposed improvements, including the removal of the High Occupancy Vehicle (HOV) lanes – mitigated through ongoing consultation and stakeholder engagement and the demonstration of scheme benefits arising from further transport modelling
- Disruption to the road network during construction – significant construction works are focused on the Armley section of the corridor and will be completed prior to works at the Armley Gyratory. The full business case will demonstrate how Leeds City Council will manage the interfaces between the construction impacts of this scheme with the construction impacts of the Dawsons Corner Corridor Improvement scheme.
- Interface with the A647 Dawsons Corner Corridor Improvement Programme (CIP) scheme – this scheme can be delivered independently of the CIP scheme

Costs

- The current total forecast of the scheme is £9.68 million. A higher cost scheme was discounted due to potential programme and delivery risks
- The Combined Authority will fund the £9.68 million from the devolved Department for Transport LPTIP fund.
- The scheme does not seek further project development funding at decision point 3, confirming the £799,000 approved at decision point 2 is satisfactory to progress the scheme to full business case with finalised costs (decision point 5).

Timescales

- Leeds City Council Executive Board – February 2019
- Leeds City Council Highways Board approval - April 2019
- Full business case (decision point 4) - May 2019
- Full business case with finalised costs (decision point 5) - June 2019
- Construction commence - August 2019
- Construction complete (decision point 6) - November 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Assurance Tolerances

Assurance tolerances
Combined Authority costs should remain within 10% of the costs set out in this report The programme timescales should remain within 3 months of the timescales set out in this report Measureable benefits/outcomes should remain within 20% of the forecasts set out a decision point 3

Project responsibilities

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

Appraisal summary

- 2.54 The scheme is part of the LPTIP and its objectives are well aligned with SEP Priority 4 - Infrastructure for Growth - and other key local and national

strategies and plans including the West Yorkshire Transport Strategy, and the West Yorkshire Bus Strategy. As well as improvements to bus journey times/reliability/quality it will improve facilities for cyclists and pedestrians and improve network safety for all uses.

- 2.55 The case for change is drawn from evidence of the performance of other similar schemes including the Leeds A65 Quality Bus Corridor and the procurement strategy is robust. The project forms part of the LPTIP and BAM have been appointed as main contractor with Mott MacDonald as their design subcontractors
- 2.56 The scheme represent 'high' value for money (VfM) and further sensitivity tests around different demand growth for general traffic will be provided at decision point 4 (Full business case).
- 2.57 The project will be funded 100% through LPTIP and the key financial risks are understood. It has a clearly defined delivery plan with an existing governance structure and experienced team in place. The approach to risk is appropriate to the scale and complexity of the project and the programme appears achievable.

Recommendations

- 2.58 That the Combined Authority approves that:
- (i) The Leeds Public Transport Investment Programme: A647 Corridor project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £9.68 million is given from Leeds Public Transport Investment Programme funding 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 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Corridor Improvement Programme Phase 1 - Huddersfield Southern Corridors
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

- 2.59 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create around 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 2.60 The Huddersfield Southern Corridors scheme is part of the Transport Fund's Corridor Improvement Programme (CIP). This programme seeks to address peak time congestion and connectivity challenges which are constraining growth associated with new housing and employment sites, through low and medium cost highway interventions across a range of key strategic corridors on the Key Route Network throughout West Yorkshire.
- 2.61 The Huddersfield Southern Corridors (HSC) proposal will deliver strategic interventions at four locations south of Huddersfield town centre. They are:
- Longroyd Bridge
 - Lockwood Bar
 - Queensgate
 - Folly Hall
- 2.62 The scheme will comprise of highways, junction and traffic signal improvements, enhancement to pedestrian footpaths and crossing facilities,

new cycle crossing provision, bus stop facility improvements, and public realm enhancements.

- 2.63 Following scheme delivery, it is anticipated journey times will reduce by 8% for all modes and 12% for buses during weekday AM and PM peak on the A616 and A62, help facilitate full delivery of the residential and employment sites allocated within the emerging Kirklees Local Plan for south and rural Huddersfield, and enhance provision for buses and active travel modes within the southern area in order to help limit net growth in car trips and reduce overall car mode share by 5%.
- 2.64 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan (SEP), by creating additional capacity to enable development, and helping to achieve the Leeds City Region SEP principle of 'Good Growth'.
- 2.65 Members of the Investment Committee recommended to the meeting of the Combined Authority in June 2017 the CIP programme at decision point 2 is awarded an indicative West Yorkshire plus Transport Fund (Transport Fund) allocation of £67.8 million, with £4.482 million to fund project development costs to outline business case.
- 2.66 Within the aforementioned programme approval, the Huddersfield Southern Corridors scheme received an indicative allocation of £8.199 million towards scheme costs, with approval of £300,000 towards project development costs to outline business case.
- 2.67 The Huddersfield Southern Corridors scheme is now presented at outline business case and seeks to progress to full business case (decision point 4).

Outputs, benefits and inclusive growth implications

- 2.68 The forecast outputs, benefits and inclusive growth implications are:
- Reduce congestion within the HSC area for trips to/from Huddersfield along the A616 and A62, during the Monday to Friday AM and PM peak hours, with a target 8% reduction in average journey times by all modes and 12% reduction in average journey times by bus, within 5 years of scheme completion.
 - To improve journey time reliability on the A616 and A62 within the HSC area, particularly for public transport users, reducing variability between peak and off-peak time periods for journeys to/from Huddersfield within 12 months of scheme completion.
 - To help facilitate full delivery of the residential and employment sites allocated within the emerging Kirklees Local Plan for south and rural Huddersfield by 2030, by addressing existing transport constraints at Lockwood Bar, Longroyd Bridge and Folly Hall, and providing an environment which promotes and encourages use of active travel modes.
 - To enhance provision for buses and active travel modes within the HSC area in order to help limit net growth in car trips and reduce overall car

mode share by 5% by 2031, once trips generated by new development are accommodated.

- To reduce the number of collisions on the A616 and A62 within the HSC area by 10% within the first 12 months of opening compared with the annual average for 2013 to 2018, with a particular focus on reducing collisions involving pedestrians and cyclists.
- To help ensure that the annual mean nitrogen dioxide levels observed in the Huddersfield town centre AQMA do not exceed legal limits within 12 months of scheme completion.
- A benefit to cost ratio of 2.2:1 (high value for money) for the preferred option.
- The scheme will address traffic congestion and inadequacies of the road network south of Huddersfield town centre, to unlock opportunities for local development & investment, and support job creation.
- The scheme will encourage active mode travel with enhancements to the pedestrian and cycling provision, improving public health and quality of life.

Risks

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

- Land acquisition - Majority of the highway works are within the adopted highway, but parcels of land specifically at the Lockwood site will need purchasing / demolition to accommodate the works. A Compulsory Purchase Order (CPO) will be needed if purchase through negotiation fails, potentially adding 18 months to the delivery programme. This has been factored in within the current delivery programme, with scheme completion by November 2022 as worst case scenario. It has also been noted that a number of the buildings are Listed but within council ownership.
- Loss of stakeholder support - An engagement exercise was undertaken in March 2018. Although feedback on the proposal was relatively positive, the response pool was less than 1% (34 responses). Further engagement and consultation to be undertaken early 2019 as part of Detailed Design and the Planning process.
- The scheme benefits for the Folly Hall element of HSG have not been made clear at outline business case. Current modelling indicates the inclusion of Folly Hall has slightly adversely affected the benefit cost ratio (BCR) and further work is required. The benefit of the intervention at Folly Hall will be explored further at full business case.

Costs

2.70 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £8.199 million. This reflects no change to scheme costs as approved at decision point 2.
- The Combined Authority will fund £8.199 million from the West Yorkshire plus Transport Fund.
- At decision point 2 (case paper) £300,000 was approved to fund project development to outline business case (decision point 3).
- The scheme now seeks a further £2.234 million funding at outline business case (decision point 3). This will fund:
 - Project development costs of £634,000 to decision point 5 (full business case with finalised costs)
 - Land acquisition costs of £1.6 million
- This takes the total expenditure approval on the scheme to £2.534 million of which £934,000 is attributed to scheme development costs which is 11.4% of total scheme costs.

Timescales

- Outline business case approval (decision point 3) - February 2019
- Full business case approval (decision point 4) - January 2020
- Full business case with finalised costs approval (decision point 5) - April 2020
- Construction complete (decision point 6) - November 2022

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Assurance Tolerances

Assurance tolerances
Combined Authority costs should remain within 10% of the costs set out in this report. That programme timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Karl Battersby, Kirklees Council
Project Manager	James Newell, Combined Authority
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.71 The Huddersfield Southern Corridors scheme demonstrates a good strategic case, given it is to be delivered as part of the CIP programme phase 1 package, with the proposed scheme interventions to the south of Huddersfield town centre anticipated to realise benefits prioritised by the CIP programme and West Yorkshire plus Transport Fund.
- 2.72 The financial case provides further support for the scheme, highlighting the forecast scheme cost of £8.199 million at decision point 3 is still in accordance to the indicative approval granted by the Combined Authority at decision point 2. The scheme promoter has additionally demonstrated Kirklees Council is still in a position to deliver all three CIP phase 1 schemes within the indicative £21 million Transport Fund allocation - the other two CIP schemes being The A62 Smart Corridor and the Holmfirth Town Centre Access Plan.
- 2.73 The value for money assessment through appraisal of the economic case delivers a benefit cost ratio of 2.2:1, judged as high value for money. More work will be undertaken on modelling and benefits being quantified as part of full business case development.
- 2.74 Kirklees Council will be the delivery lead with AECOM and WYG appointed as business case development partners.
- 2.75 The scheme will continue reporting to the Corridor Improvement Programme project board.

Recommendations

- 2.76 That the Combined Authority approves that:
- (i) The Huddersfield Southern Corridors scheme proceeds through decision point 3 and work commences on activity 4 (full business case).

- (ii) An indicative approval to the total project value of £8.199 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) Development costs of £2.234 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project approval to £2.534 million. This includes land acquisition costs of £1.6 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £2.534 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	Rochdale Canal – Cycle Safety Fund
Stage	2 (Development)
Decision Point	4 (Full business case)

Is this a key decision?	<input checked="" 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

- 2.77 The project forms part of the CityConnect programme which is delivering on the Governments Cycling and Walking Investment Strategy that aims to double cycling activity by 2025 and is funded through the DfT Cycle City Ambition Grant and Cycle Safety Grants. The programme has an overall vision to get more people cycling and walking more often and aims to:
- Make cycling and walking natural and popular choices for short journeys
 - Make cycling and walking accessible to everyone
 - Improve access to employment, skills and education
 - Reduce CO2 and improve local air quality
 - Create a safe environment for walking and cycling
- 2.78 The objectives of the scheme are to increase walking and cycling by creating a high quality safe and attractive environment, support Priority Area 3 (Clean Energy & Environmental Resilience) and 4 (Infrastructure for Growth) of the Strategic Economic Plan.
- 2.79 The scheme will deliver a high quality 6km cycle route in the Calderdale district between the centres of Hebden Bridge and Todmorden, forming part of the Calder Valley cycle route. It forms part of the existing CityConnect programme (adding to the routes already constructed and under construction) in the area, providing a continuous off road route between Brighouse and Todmorden.
- 2.80 This scheme will utilise the Rochdale canal towpath, as a traffic free, flat and attractive alternative to the A646, through the provision of a new upgraded towpath, a signage package and 0.745km of canal wash wall repairs. It will

increase route widths available for cyclists and pedestrians as well as providing a durable all weather surface that is also in keeping with the nature and historic value of the canal environment.

- 2.81 As part of the CityConnect Programme, the Combined Authority is responsible for programme management and the project is managed by the Canals & Rivers Trust. Kier are the appointed contractor.
- 2.82 Decision point 2 (case paper) approval for the scheme was given in August 2018 for a Combined Authority grant of £1.473 million, utilising the DfT Cycle Safety Funding, towards a total scheme cost of £1.553million with a funding contribution of £800,000 from Calderdale Metropolitan Borough Council. Whilst the project costs have increased since decision point 2 the project is still considered value for money and a good scheme.

Outputs, benefits and inclusive growth implications

- 2.83 The scheme will facilitate journeys to be made by bike or on foot as well as and delivering safety improvements along the corridor and improving flood resilience. It will:
- Create 6km of high quality cycle route connecting people to urban centres and key employment sites, to provide 12km of improvements on the Rochdale Canal including Phase 1 of the scheme.
 - Support an increase the numbers of walking and cycling trips on the route by 20% and 66% respectively.
 - Support a 20% reduction in cyclist's road traffic accidents on the A647 corridor.
 - Reduce the risk of flooding to 32 homes along the canal corridor through wash wall repair.
 - The forecast benefit cost ratio of the scheme is 1.4:1. The BCR for the full 12km improvement is 2:1.

Risks

- The key design and delivery risks to the scheme and the related mitigation are:
- Not achieving the quality and design standards set out in the CityConnect Quality Management strategy. Final designs have been approved by the Programme Board following inputs from the scheme Advisory Group
- Construction works adversely affect adjacent structures. This risk will be transferred to the contractor, Kier.
- Fluctuations in water levels during the construction works. This will be mitigated by carrying out flood resilience works prior to construction of the towpath.

Costs

2.84 The current total forecast cost of the scheme is £2.101million. This is an increase of £560,000 from decision point 2 (case paper) and can be met within the City Connect Programme allocation. The rationale for this cost increase is:

- The costs included in the expression of interest were indicative only and have been further refined by the Canals & Rivers Trust; and,
- The costs have been refined to take account of further survey work undertaken and the availability of benchmark cost information from the Phase 1 scheme.

2.85 The Combined Authority contribution to the total forecast cost of the scheme is £1.971million, an increase of £498,000 from decision point 2 (case paper). This will be funded by:

- £1.473 million from the DfT Cycle Safety Grant; and
- £498,000 from the Cycle City Ambition Grant (Utilising unspent monies from completed CityConnect schemes that have been returned to the programme). The use of these funds for this project has been endorsed by the CityConnect Programme board.

2.86 The remaining £130,000 of scheme costs will be funded by Calderdale Metropolitan Borough Council, which has funded scheme development costs.

Timescales

- Full business case with finalised costs approval at decision point 5 is forecast for March 2019
- Start of construction is forecast for March 2019
- Completion of construction (decision point 6) is forecast for September 2019

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

Assurance Tolerances

Assurance tolerances
That the scheme costs remain within 10% of the costs identified within this report
That the project delivery timescale remains within 3 months

Project responsibilities

Senior Responsible Officer	Caroline Farnham-Crossland, Combined Authority
Project Manager	Fiona Limb, Combined Authority
Combined Authority case officer	Ian McNichol

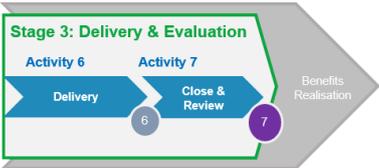
Appraisal summary

- 2.87 The project has a strong strategic and commercial case and appears ready to deliver subject to confirmation of the final costs. The rationale for the increase in costs appears reasonable for a project moving from decision point 2 (case paper) to decision point 4 (full business case) and funding appears to be in place to address this cost increase. The project delivers wider benefits and is integrated with other existing/planned investment in the area which may support a higher growth scenario and an improved benefit cost ratio post implementation.

Recommendations

- 2.88 That the Combined Authority approves that:
- (i) The Rochdale Canal Cycle Safety Fund Towpath Phase 2 (Hebden Bridge to Todmorden) scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to total project cost of £2.101 million of which £1.971 million will be Combined Authority Funding which will be funded from the DfT Cycle Safety Grant and Cycle City Ambition Grant 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 3: Delivery and Evaluation



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

Approval of revised approval route

- 2.91 At the meeting of the Combined Authority on 13th December 2018, it was agreed that future decisions on a number of identified schemes (due to be considered in the following 6 months) would be delegated to the Investment Committee.

A629 Phase 2 and Phase 4

- 2.92 One of the schemes on the agreed list was Calderdale's A629 phase 4, which forms part of the A629 programme. The A629 programme consists of six schemes. The A629 phase 2 scheme was due to be considered by the Investment Committee in January 2019 and Combined Authority at this meeting and as a result no delegation to the Investment Committee was sought for this scheme. Upon receipt of both business cases it has been determined that there is significant merit in both schemes being considered at the same meeting of the Investment Committee because of the wider programme considerations, as a result they will be presented to March's Investment Committee meeting. In order for the committee to make decisions regarding both these schemes, a delegation is sought from the Combined Authority for the A629 phase 2 scheme.

Dewsbury Riverside Housing Scheme

- 2.93 The Dewsbury Riverside Housing scheme has come forward for decision point 3 (outline business case) approval earlier than anticipated and as a result was not on the agreed list of schemes that would be delegated to Investment Committee, therefore approval is now sought from the Combined Authority that the Investment Committee can now make this decision on this scheme.

Recommendation

- 2.94 That the Combined Authority approves the revised approval route for the A629 Phase 2 and the Dewsbury Riverside Housing scheme, to enable the Investment Committee to make the decision on behalf of the Combined Authority.

Decisions made by the Investment Committee

- 2.95 The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have been made by Investment Committee at the 9 January and 6 February 2019 meetings. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

Bradford Interchange Station Gateway – Phase 1

- 2.96 The change request related to the Bradford Interchange Phase 1 project to increase development funds by £113,000 from £180,000. The Bradford Interchange Station Gateway will deliver an improved gateway environment at Bradford Interchange which will improve the customer experience and the pedestrian environment. The Investment Committee approved the change request value of £113,000 and to enter into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council for additional expenditure of up to £293,000 on 9 January 2019.

Bradford Forster Square Station Gateway

- 2.97 The change request related to the Bradford Forster Square Station Gateway to increase the delivery timeframe from March 2021 to December 2021. The Bradford Forster Square Station Gateway will deliver an improved gateway environment at Bradford Forster Square which will improve the customer experience and the pedestrian environment. The Investment Committee approved the change request delivery timeframe and to enter into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council amending the programme dates as detailed on 9 January 2019.

Halifax Town Centre – Northgate House

- 2.98 The decision point 4 approval related to the Halifax Town Centre – Northgate House scheme and work starting on activity 5 (full business case with finalised costs). The scheme involves the refurbishment of part of the former Calderdale Council offices at Northgate House to create 4,274m² of office and 1,115m² of retail floorspace, offering new employment and training opportunities associated with occupiers letting space in the completed development and also supporting the vitality and vibrancy of Halifax town centre by increasing footfall. The scheme is due to be approved by the Combined Authority's Investment Committee on 6 February. The February Investment Committee was due to approve the decision point 4 for indicative approval of £3 million from the Local Growth Fund (Growth Deal 3) towards a total scheme cost of £10.655 million with full approval to spend being granted once the scheme has progressed to decision point 5 (full business case with finalised costs). Please see paragraph 1.2 above.

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.

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

Raising Aspirations

- 8.1 That the Combined Authority approves that:
- (i) The raising aspirations project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the total project value of £400,000 to be funded by the Combined Authority from the secured business rates pool funding 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.

Headrow City Centre Gateway

- 8.2 That the Combined Authority approves that:
- (i) The Headrow Gateway scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £20.7 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) Development costs of £500,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project approval to £1.1 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1.1 million 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.

A647 Bus Priority Corridor

8.3 That the Combined Authority approves that:

- (i) The Leeds Public Transport Investment Programme: A647 Corridor project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £9.68 million is given from Leeds Public Transport Investment Programme funding 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 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Corridor Improvement Programme Phase 1 - Huddersfield Southern Corridors

8.4 That the Combined Authority approves that:

- (i) The Huddersfield Southern Corridors scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £8.199 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) Development costs of £2.234 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs)

taking the total project approval to £2.534 million. This includes land acquisition costs of £1.6 million.

- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £2.534 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.

Rochdale Canal – Cycle Safety Fund

8.5 That the Combined Authority approves that:

- (i) The Rochdale Canal Cycle Safety Fund Towpath Phase 2 (Hebden Bridge to Todmorden) scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to total project cost of £2.101 million of which £1.971 million will be Combined Authority Funding which will be funded from the DfT Cycle Safety Grant and Cycle City Ambition Grant 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.

Approval of revised approval route

8.6 That the Combined Authority approves:

- (i) The revised approval route for the A629 Phase 2 and the Dewsbury Riverside Housing scheme, to enable the Investment Committee to make the decision on behalf of the Combined Authority.

9 Background documents

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

[January Investment Committee](#)

[February Investment Committee](#)

10 Appendices

Appendix 1 – Background to the Combined Authority’s assurance framework

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