

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

**Date:** 11 July 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 Local Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 This report presents proposals for the progression of 4 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £42.255 million when fully approved, of which the total value of £36.328 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<b>Kirklees Cycling and Walking Early Gateway Transformation Package</b> Kirklees	<p>This scheme will be majority funded from the Combined Authority's successful bid to the Department for Transport Transforming Cities (small schemes) Fund. The scheme will deliver a package of walking and cycling enhancements that will improve walking and cycling to and from Dewsbury and Huddersfield railway stations, as well as Huddersfield Bus Station.</p> <p>It supports Priority Area 4 (Infrastructure for Growth) and will be funded by the Department for Transport's Transforming Cities Fund and Kirklees Council.</p> <p><b><u>Impact</u></b></p>

	<p>The scheme will lead to increased cycling and walking to/from both railway stations, with associated health and environmental benefits. It will improve connectivity for pedestrians and cyclists travelling between Huddersfield railway and bus stations and provide improvements at Dewsbury railway station to make it easier for public transport users to access the railway network. The scheme will also improve access to education facilities from key public transport hubs (Kirklees College, Greenhead College, University of Huddersfield)</p> <p>The benefit cost ratio (BCR) of the scheme represents high value for money as per the Department for Transport's criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs)</p> <p>Total value - £2.2 million</p> <p>Total value of Combined Authority funding - £1.895 million</p> <p>Funding recommendation sought – £337,000</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p> <p><b>Ultra-Low Emission Bus (ULEB)</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will enable seven zero-emission electric double deck buses to operate between the proposed Stourton Park and Ride (P&amp;R) site into Leeds City Centre, supported by two new rapid charging units at Leeds bus station.</p> <p>It supports the SEP Priority 3 "Clean Energy and Environmental Resilience"</p> <p><b><u>Impact</u></b></p> <p>The scheme has the potential to offer very good value for money and deliver a range of benefits including the reduction of harmful carbon dioxide (CO<sub>2</sub>) and nitrous oxide (NO<sub>2</sub>) emissions, helping to address localised poor air quality along a key arterial route into Leeds city centre</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 5 (full business case with finalised costs).</p> <p>Total Value - £2.7 million</p> <p>Total value of Combined Authority funding - £1.650 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p> <p><b>A629 Phase 4</b></p> <p>Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is phase four (of five), of the A629 Corridor Programme, and seeks to provide infrastructure improvements for bus users, cyclists and walkers, to enhance and complement the capacity improvements that will be delivered</p>

	<p>through phases 1a, 1b, 2 and 5, but also Halifax Station Gateway and Huddersfield town centre schemes.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund.</p> <p><b><u>Impact</u></b></p> <p>When assessed against the Department for Transport's value for money criteria, the benefit cost ratio for the A629 programme as a whole of between 1.9:1 to 2.1:1. The scheme demonstrates beneficial, strategic drivers for investment. The proposal seeks to address connectivity barriers for public transport, with enhancements to the bus network, and for walking and cycling mode users with improvements to active mode travel infrastructure. The proposal supports reducing road traffic congestion levels and improving connectivity.</p> <p>It will also support delivery of wider social benefits of improving public health and quality of life through delivering better connectivity to jobs and education via public transport, reducing journey times, encouraging active travel, and reducing carbon emissions.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 and work commences on activity 4 full business case.</p> <p>Total value - £25.928 million</p> <p>Total value of Combined Authority funding - £25.928 million</p> <p>Funding recommendation sought - £7.085 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p> <p><b>Harrogate Road - New Line Junction Improvement</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>The Harrogate Road – New Line junction scheme sits within the West Yorkshire Plus Transport Fund programme.</p> <p>The scheme will improve the existing junction at Greengates including widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists.</p> <p>This scheme is majority funded (59%) by the West Yorkshire Plus Transport Fund, which is targeted at enabling key development areas and will help create around 20,000 new jobs over the next 10 years. It is also match-funded by Bradford Council (24%) and Section 106 (17%) funding.</p> <p><b><u>Impact</u></b></p> <p>The scheme currently presents a benefit cost ratio of 10.7:1 which is categorised as very high value for money based on the Department for Transport's criteria.</p> <p>The project's wider benefits encompass enhanced facilities for pedestrians and cyclists, a reduction in the number and/or severity of accidents and improvements to air quality. Moreover, the scheme enhances quality of life through improved access to hubs such as Bradford city centre and Leeds Bradford Airport.</p>

	<p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and commence work on decision point 5 (full business case with finalised costs).</p> <p>Total value - £11.427 million</p> <p>Total value of Combined Authority funding - £6.765 million</p> <p>Funding recommendation sought - £0 (approval of £2.875 million development costs secured through a previous change request)</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
--	--

- 1.4 This report also presents recommendations for the following 3 schemes that have had change requests assessed in line with the Combined Authority's assurance process. These schemes have a funding value of £41.824 million when fully approved, of which £20.282 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<p><b><u>Scheme</u></b></p> <p><b>Halifax Station Gateway</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is part of the wider Station Gateways programme to transform public realm, expand retail opportunities and improve passenger experiences. This scheme aims to construct a new station building that links to the current Grade II listed building, bring a disused platform back in to use, and relocate the car parking. The land in front of the station will also be redeveloped to enable walking and cycling access from the station in to the town centre.</p> <p>This scheme is to be part funded from the West Yorkshire plus Transport fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme's wider social benefits include improved public health and quality of life through delivering better connectivity, encouraging active travel and reducing carbon emissions.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to provide an additional £247,336 of development funds taking the total approval to £1.335 million.</p> <p>Total value – £28.2 million</p> <p>Total value of Combined Authority funding – £10.6 million</p> <p>Funding recommendation sought - £247,336</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p>	<p><b><u>Scheme description</u></b></p>

<p><b>York Outer Ring Road Junctions Improvement Programme – Phase 1</b></p> <p>York</p>	<p>The York Outer Ring Road (YORR) scheme has been developed to both address existing issues and support the delivery of the future development set out in the York Local Plan. The scheme will deliver the short-term improvements to the YORR, consistent with City of York policy, York Local Plan Strategic Highway Capacity Improvements and the York Local Plan Infrastructure Delivery Plan which include reference to the short and long-term improvements needed to enhance capacity of the YORR.</p> <p>The YORR upgrade project includes improvements to seven existing outer ring road roundabouts between the Wetherby Road and Monks Cross junctions. Phase 1 has already delivered improvements to the roundabout at the junction of A1237 and B1224 Wetherby Road. The works at the Wetherby Road junction were completed in the winter of 2018/19.</p> <p><b><u>Impact</u></b></p> <p>The scheme will contribute to reduced congestion and journey times and provide wider benefits in the form of reducing accidents and improving local air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Activity 6 change request for additional funding required to fund the cost of addressing multiple issues occurring at a greater level than anticipated, for the scheme (including tree root penetration affecting groundwater management and archaeological discovery).</p> <p>To increase total scheme cost approval from £3.599 million to £4.054 million (an increase of £455,000) of which the Combined Authority funding contribution to the increased cost is £266,581.</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b><u>Scheme</u></b></p> <p><b>Clean Bus Technology Fund</b></p> <p>West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme seeks to deliver clean technology to bus fleets across West Yorkshire, to improve emission levels up to Euro 6 standard or better, as required by the forthcoming Leeds Clean Air Charging Zone.</p> <p>The scheme is primarily funded by the Department for Environment, Food and Rural Affairs (DEFRA), with contribution from the Leeds Public Transport Investment Programme (LPTIP) and bus operator match fund.</p> <p><b><u>Impact</u></b></p> <p>The economic assessment of the scheme demonstrates significant air quality benefits, with delivery of up to 479 clean bus technology upgrades to yield an estimated 560 tonne yearly reduction in nitrogen oxide (NO<sub>2</sub>) and 179 tonne yearly reduction in carbon dioxide (CO<sub>2</sub>), calculating environmental and health savings of c. £37.2 million over a five year operational period.</p> <p>The wider social benefit of scheme delivery is improvement to health and quality of life due to cleaner air.</p>

	<p><b><u>Decision sought</u></b></p> <p>Approval of the change request at activity 6 delivery.</p> <p>Total value - £9.570 million</p> <p>Total value of Combined Authority funding - £8.036 million (DEFRA grant)</p> <p>Funding recommendation sought - £3.482 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
--	--

- 1.5 Since the Investment Committee’s meeting on 11 June 2019, the following decision points and change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £1.429 million has been approved.

<p><b><u>Scheme</u></b></p> <p><b>Investment Readiness Support Programme</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>To support the growth of SMEs across Leeds City Region by providing them with an impartial and confidential advice service on how to prepare for, and access, the full range of finance options available to them.</p> <p><b><u>Impact</u></b></p> <p>The project will support at least 300 small and medium-sized enterprises (SMEs) across the City Region to grow, become productive and provide better quality jobs by supporting them to attract the right amount and type of external investment. It will also directly create at least 50 jobs in the SMEs supported, and facilitate significantly more employment creation indirectly by enabling firms to attract investment and then grow as a result. It is estimated that this could create up to an additional 1,000 new jobs over the future years.</p> <p><b><u>Decision sought</u></b></p> <p>To proceed through decision point 5 (full business case with finalised costs) and proceed into activity 6 (delivery).</p>
---	--

- 1.6 This scheme will support the growth of SMEs across Leeds City Region by providing them with an impartial and confidential advice service on how to prepare for, and access, the full range of finance options available to them. This will include finance products and services delivered by the private and public sectors, including the LEP’s grants and loans, the Northern Powerhouse Investment Fund, Start-Up Loans, Research and Development Tax Credits, Innovate UK, mainstream commercial finance and new technology-led options, such as crowdfunding, factoring and bitcoin.
- 1.7 The scheme received decision point 2 (case paper approval) from the Combined Authority on 13 December 2018. The scheme received decision point 5 approval (full business case with finalised costs) through delegation to the Combined Authority’s Managing Director on the 14 June 2019 and will now proceed into activity 6 (delivery). This approved the total project cost of £1.429 million, and the Combined Authority contribution of £714,500 (which will be

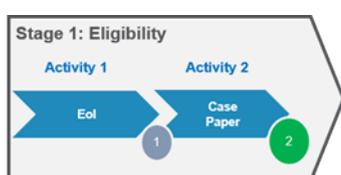
funded through the Leeds City Region Business Rates Pool). The remaining contribution £714,500 will be funded by European Regional Development Funding (ERDF).

## 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 approval pathway and the assurance tolerances for each scheme.

### Programmes and projects for consideration

#### Projects in stage 1: Eligibility



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

<b>Project Title</b>	<b>Kirklees Cycling and Walking Early Gateway Transformation Package</b>
<b>Stage</b>	1 (Eligibility)
<b>Decision Point</b>	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**

- 2.3 This scheme will be majority funded mainly through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs.
- 2.4 To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 1 of the fund, which is focused on "small bids" of £10 million or less. Combined Authority bids relating to Tranche 2 are currently under development with a decision from the Department for Transport anticipated in spring 2020. The Combined Authority has been successful in securing the funding for the scheme which is described below, and are now required to assure the development and delivery of the scheme by Kirklees Council through the assurance process.
- 2.5 The Kirklees Cycling and Walking Early Gateway Transformation Package scheme will deliver a package of walking and cycling enhancements that will much improve walking and cycling connectivity to and from Dewsbury and Huddersfield railway stations, as well as Huddersfield bus station and adjacent development sites.
- 2.6 At Huddersfield railway station, improvements will focus on the walking and cycling route between the rail and bus stations, including additional and improved crossings, way-marking and associated safety enhancements. Advance works on St George's Street are proposed (footway widening, two-way cycle facilities, revised signage etc.) in order to align with planned maintenance improvements and avoid re-doing works in this area in the short-term.
- 2.7 At Dewsbury railway station, walking and cycling enhancements at the western entrance will improve accessibility together with further enhancements within the station itself to create a more accessible and attractive environment for pedestrians and cyclists.
- 2.8 The scheme has been presented at decision point 2, as a strategic outline business case (rather than an expression of interest) to reflect the business case which was submitted to the Department for Transport, however it has been appraised in line with the standard approach at decision point 2 (case paper).
- 2.9 The scheme supports Strategic Economic Plan (SEP) Priority 4 "Infrastructure for Growth", providing sustainable and active travel modes to strengthen and grow the City Region's Urban Centres. The scheme will be delivered by Kirklees Council and TransPennine Express.
- 2.10 A summary of the scheme's business case and location map is included in **Appendix 2**.

## **Outputs, benefits and inclusive growth implications**

- 2.11 The scheme will deliver benefits to residents, commuters, businesses, visitors, leisure and retail users travelling through Dewsbury and Huddersfield railway stations, including:
- Increased use of sustainable travel modes to/from both railway stations, with associated health and environmental benefits
  - Improved connectivity for pedestrians and cyclists travelling between Huddersfield railway and bus stations
  - Improved access to education facilities from key public transport hubs (Kirklees College, University of Huddersfield)
  - Improved facilities for forecast increased passengers
  - Accessibility improvements at Dewsbury railway station to make it easier for vulnerable and disabled users to access the railway network
- 2.12 The benefit cost ratio of the scheme is currently at strategic outline business case stage is 20.29:1 which represents very high value for money as per the Department for Transport's criteria. This will be further developed as the scheme progresses to full business case stage.

## **Risks**

- 2.13 The key design and delivery risks to the scheme and associated mitigation measures are:
- Objections to scheme design from local businesses and bus operators – mitigated through further detailed and ongoing consultation and stakeholder engagement and the demonstration of scheme benefits from further business case development.
  - Programme delays lead to the withdrawal of TCF funds – mitigated by securing contractual commitment in October 2019
  - Wasted costs associated with planned maintenance of St George's Street (Huddersfield) in advance of the anticipated Transforming Cities Fund improvement and loss of match funding – mitigated by early release of Transforming Cities Fund funds to complete advance works in this area.

## **Costs**

- 2.14 The total forecast cost of the scheme is £2.2 million. The Combined Authority contribution is £1.895 million funded by the Transforming Cities Fund. The remaining £305,000 will be funded by Kirklees Council (£200,000) and the TransPennine Express Customer & Community Investment Fund (£105,000). All funding is secured.

- 2.15 Kirklees Council is seeking development costs of £187,000 for detailed designs and consultation and the preparation of the full business case with finalised costs. The Council is also seeking £150,000 of scheme delivery funding (in advance of the decision point 5, full business case with finalised costs) to undertake improvement works to St George's Street. This is to take advantage of available match funding from the Council's highways maintenance budget which must be spent in 2019/20 in order to avoid repeating improvement works to this element of the scheme when the Combined Authority release the TCF funding (subject to decision point 5 approval).

### Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 2 (case paper)	Recommendation: Investment Committee Decision: Combined Authority	01/08/2019
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	16/10/2019

### Other Key Timescales

- 2.16 The key milestones for the scheme are:
- Consultation and detailed designs completed – September 2019
  - Full business case with finalised costs submitted – October 2019
  - Start of construction – October 2019 (St George's St), November 2019 (main scheme)
  - Practical completion (decision point 6) – November 2020

### Assurance Tolerances

Assurance tolerances
That the scheme costs remain within plus 10% of the costs identified in this report That the project delivery timescale remains within plus four months of the timescale set out in this report.

### Project responsibilities

Senior Responsible Officer	Richard Hollinson, Kirklees Council
Project Manager	Robert Stanley, Kirklees Council

### Appraisal summary

- 2.17 The scheme has a strong strategic case and responds to increasing rail patronage and predicted growth set out in the West Yorkshire Transport Strategy. It has the potential to generate significant economic benefits and these will be further refined at the next stage of the assurance pathway. The Department for Transport's TCF funding is secured and the overall approach to project governance and delivery appears to be robust.

### Recommendations

- 2.18 That Investment Committee recommends to the Combined Authority that:
- (i) The Kirklees Cycling and Walking Early Gateway Transformation Package proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).
  - (ii) An indicative approval is given to the Combined Authority's contribution of £1.895 million, which will be funded through the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.2 million.
  - (iii) Development costs of £337,000 are approved (including £150,000 for advanced construction works on the Huddersfield element) in order to progress the scheme to decision point 5 (full business case with finalised costs).
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Ultra-Low Emission Bus (ULEB)</b>
<b>Stage</b>	1 (Eligibility)
<b>Decision Point</b>	2 (Case paper)

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 forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport (DfT) funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by removing barriers to travel, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions. The scheme is included within the Bus Delivery package within the Leeds Public Transport Investment Programme.
- 2.20 The Combined Authority is responsible for selecting an operator for the proposed Stourton Park and Ride service and through this process it will provide a grant (as per the requirements of the DfT's criteria for the ULEB funding) to enable the selected Park and Ride operator to procure a fleet of ultra-low emissions buses (ULEB) (over Euro 6 standard buses). The Combined Authority will be responsible for procuring the rapid charging units at Leeds bus station whilst the charging units at the proposed Stourton Park and Ride site will be delivered by Leeds City Council and are part of the business case for that scheme.
- 2.21 This scheme supports the SEP Priority Area 3 "Clean Energy and Environmental Resilience" with a forecast reduction of 617 tonnes of carbon dioxide (CO<sub>2</sub>) emissions within the first five years of operation. It also supports the ambitions of the Combined Authority's emerging Clean Energy Strategy to become a resilient zero carbon energy economy by 2036. This prioritises efficient and integrated transport through the deployment of cleaner transport technologies, including Investment in zero-emission, low carbon bus technology.
- 2.22 A summary of the scheme's business case is included in **Appendix 3**.

## **Outputs, benefits and inclusive growth implications**

2.23 The scheme will facilitate the delivery of at least five ultra-low emission double deck buses and associated charging infrastructure and has the potential to generate the following benefits:

- Removal of 617 tonnes of carbon dioxide (CO<sub>2</sub>), over five years when compared to a fleet of seven Euro 6 standard buses
- Removal of 344kg of nitrogen dioxide (NO<sub>2</sub>) and 6kg of particle matter (PM) over five years when compared to Euro 6 standard buses
- Support proposals for the Leeds Clean Air Zone by addressing localised NO<sub>2</sub> exceedances along the Stourton Park and Ride route into Leeds city centre
- Complement plans led by Leeds City Council to deliver a solar photovoltaic (PV) canopy and associated energy storage/charging facility at the Stourton Park and Ride site
- Support the wider uptake of electric buses by service operators by providing rapid recharging infrastructure at Leeds bus station

2.24 The scheme has the potential to offer very good value for money and by comparison the Combined Authority's Clean Bus Technology Fund is forecast to achieve a benefit cost ratio of over 7:1. The scheme will build on the Clean Bus Technology Fund investment, which is in the process of retrofitting over 500 vehicles to Euro 6 standard.

### **Risks**

2.25 The key risks and associated mitigation measures for this scheme are:

- Lack of interest/support from prospective Park and Ride operators – mitigated by early engagement with potential operators and ULEB vehicle suppliers (a requirement for ULEB vehicles will be included in the tender specification for the Park and Ride operator)
- Increase in rapid charging point delivery costs – mitigated by further survey work and a risk contingency in the scheme cost plan
- ULEB vehicles not achieving the required range for the daily P&R duty cycle – one of the fleet will act as a spare to ensure service availability/reliability

### **Costs**

2.26 The total forecast cost for this scheme is £2.7 million. The Combined Authority contribution is £1.650 million funded by the Leeds Public Transport Investment Programme (£1.033 million) and the DfT's Ultra-Low Emission Bus (ULEB) scheme (£617,000). All public sector funding is secured. This will be provided

as a grant to the selected operator, to subsidise the cost of the required technology.

- 2.27 A commitment for the Park and Ride operator to match fund the scheme costs will be secured through the procurement process. It is anticipated that this will secure private sector investment up to £1.05 million in the purchase of the fleet, the equivalent of purchasing 7 Euro 6 standard buses (the exact figure will depend on the outcome of the procurement).

### Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 2 (case paper)	Recommendation: Investment Committee Decision: Combined Authority	01/08/2019
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2020

### Other Key Timescales

- 2.28 The key milestones for this scheme are:

- OJEU tender issue for the Stourton Park and Ride operator - August 2019
- Park and Ride operator appointed - October 2019
- Rapid charge units at Leeds bus station go 'live' – August 2020
- ULEB fleet delivered – October 2020
- Park and ride service commences – December 2020 (in line with the forecast opening of the proposed Stourton Park and Ride)

### Assurance Tolerances

Assurance tolerances
Combined Authority costs should remain within plus 20% of the costs set out in this report.
That programme timescales should remain within plus three months of the timescales set out in this report.

### Project responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Helen Ellerton, Combined Authority

### Appraisal summary

- 2.29 The scheme has a clear strategic, commercial (route to market) and economic case for investment, public sector funding is secured and key scheme risks are understood. A high level qualitative appraisal of the scheme benefit has been undertaken at this stage of project development. It is intended that a more detailed appraisal is undertaken on the full business case which will provide a quantified value for money forecast (most likely in the form of a benefit to cost ratio figure).

### Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Ultra-Low Emission Bus (ULEB) scheme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval is given to the Combined Authority's contribution of £1.650 million (which will be funded through £1.033 million from Leeds Public Transport Investment Programme (LPTIP) and £617,000 from the DfT ULEB scheme fund), with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value of £2.7 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## Projects in Stage 2: Development



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

<b>Project Title</b>	<b>A629 Phase 4</b>
<b>Stage</b>	2 (Development)
<b>Decision Point</b>	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

- 2.31 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Strategic Economic plan.
- 2.32 The A629 corridor improvement programme has been jointly developed in partnership between Calderdale and Kirklees Council to address the highway network's strategic accessibility. The programme comprises of increasing capacity of the A629 route and implementation of operational improvements to overcome historic pinch points, reduce journey times and deliver improved reliability. This, together with the introduction of dedicated bus, pedestrian and cycle infrastructure will deliver a shift to more sustainable travel choices in line with the programme's objectives. Delivery of the full corridor strategy will take a number of years to realise due to the complexity and extent of the proposals. Therefore, the package along the corridor from Halifax to Huddersfield has been split into five phases. They are:

- Phase 1a – Salterhebble Hill
  - Phase 1b – Calder and Hebble Junction
  - Phase 2 - Halifax town centre
  - Phase 4 - Huddersfield to Halifax
  - Phase 5 - Ainley Top to Huddersfield
- 2.33 Phase 4 is a critical element of the overall A629 package and represents the concluding chapter. It comprehensively links together the earlier phases' interventions to complete the strategic travel corridor upgrade. This will improve connectivity between the towns of Huddersfield and Halifax by providing transport infrastructure which is accessible by different modes. The key interventions will improve the highway network for general traffic, deliver bus service enhancements to local routes and enable a new express bus service, key bus route junction upgrades and provide an end-to-end cycle/walking route between the two towns meaning better provision for pedestrians and cyclists between Halifax and Huddersfield.
- 2.34 This 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'.
- 2.35 The scheme was given decision point 2 (case paper) approval by the Combined Authority in October 2017, with an indicative West Yorkshire plus Transport Fund approval of £30 million, and approval of £645,000 to fund project development costs to decision point 3 (outline business case).
- 2.36 The A629 phase 4 scheme is now presented at outline business case and seeks to progress to full business case (decision point 4) with a forecast scheme cost of £25.928 million. This represents a reduction in cost of £4.072 million, attributed by the promoter to the refinement of the scheme design and works to deliver the project objectives, and given the £30 million initially profiled was a high-level estimate at the inception of the transport fund.
- 2.37 A summary of the scheme's business case and location map is included in **Appendix 4**.

### **Outputs, benefits and inclusive growth implications**

- 2.38 The forecast outputs, benefits and inclusive growth implications are:
- Increase bus patronage by 10% along the corridor five years after scheme completion.
  - Reduce end-to-end local bus journey times between Halifax and Huddersfield by 15% one-year after scheme completion. Reduce total journey time by 30% via a new limited stop express service.

- Upgrade of end to end bus stop infrastructure, including new shelters and real time information systems
- Provide improved public transport links to support the greater integration between Calderdale and Kirklees NHS trust Hospitals sites
- Local bus services will see pinch point junctions upgraded and a new direct link into Elland centre.
- Creating an end-to-end cycle facility between Halifax and Huddersfield, addressing challenging and taking cycle routes directly into Huddersfield and Halifax town centres via dedicated safe passages.
- Increase total number of walking and cycling trips along the corridor by 10% one-year after scheme delivery, with segregated routes to increase safety and make cycling a more attractive mode of travel.
- Reduce number of casualties by 10% along the corridor for all users.
- Introduction of an end to end Urban Traffic Control System (UTMC) linking the multiple signal junction installations along the A629 corridor to reduce congestion for all modes of traffic; The corridor contains 2 AQMA zones at Ainley Top and Skircoat and the strategy will see improvements in air quality, together with improved CCTV coverage and Variable Message Signs to support the corridor environment, efficiency, control and safety.
- Direct transport benefits for the emerging Local Plan and existing local businesses
- A benefit to cost ratio of this phase is 1.1:1, which when judged solely on the Department for Transport's value for money criteria is categorised as low. It forms part of a wider programme which has a stronger VfM position overall (1.9:1 to 2.0:1), particularly Phase 1b which is in excess of 3:1. The scheme however demonstrates strategically important drivers for investment, addressing gaps along the A629 corridor not deliverable through the other phases, such as highway capacity and operational improvements, as well as delivery of cycling infrastructure and enhancements to the bus network. The proposal also sets out to address severance issues, to improve accessibility to Halifax and Huddersfield, facilitating local development and job creation.
- Opportunity is the potential for this phase to generate a significant shift in modal choice
- The wider social benefits therefore of the scheme include improving public health through encouraging active cycling and walking travel with enhancements to the pedestrian and cycling provision, and improving quality of life through providing better connectivity to jobs and education.

## **Risks**

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

- Land acquisition - failure to acquire land through negotiation. Parcels of third party land are required for scheme delivery, which if cannot be

purchased through negotiation, Compulsory Purchase Orders (CPO) will be launched during full business case development (activity 4) with the risk the CPO process could delay scheme delivery by up to 18 months. Early engagement with land owners to be undertaken following decision point 3 approval. Approval is sought as part of this report for agreement to the scheme land costs so that the promoter is able to acquire land during the next stage of project development at the most appropriate opportunity.

- Land acquisition - paying over the market value to obtain essential land via negotiation. The risk allowance within the scheme budget has considered land value costs and allowance for contaminated land, totalling £2.960 million (inclusive of land owner compensation and accommodation works). Calderdale Council has an experienced land surveyor solely to deal with West Yorkshire plus Transport Fund land acquisitions already in post to support land acquisition activities and ensure value for money.
- Planning - objections to planning application. A robust scheme design and planning application will be submitted during Activity 4, with further engagement and consultation with key stakeholders and members of the public to be held. This will invite feedback to mitigate against objections that could result in requirement for scheme redesign, delaying delivery and increasing costs.

## Costs

2.40 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £25.928 million. The Combined Authority will fund the full scheme costs from the West Yorkshire plus Transport Fund as part of the A629 programme.
- At decision point 2 (case paper) £645,000 was approved to fund project development to outline business case (decision point 3).
- The scheme now seeks a further £6.44 million funding at outline business case (decision point 3). This will fund:
  - Project development costs of up to £3.94 million to decision point 5 (full business case with finalised costs)
  - Land acquisition costs of up to £2.5 million to be undertaken in advance of full business case with finalised costs (decision point 5). It is proposed that approval to these costs is sought as part of this report (and included in the funding agreement), but approval to claim for individual land parcels is delegated to the Combined Authority's Managing Director when confirmed land costs are known.
- This takes the total expenditure sought for approval to £7.085 million, of which £4.585 million is to be spent on business case development costs (i.e. excludes land acquisition costs). This represents 17% of total

scheme costs, which is within acceptable parameters for these type of schemes.

### Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	01/08/2019
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	08/12/2022
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	03/08/2023
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/05/2025

### Other Key Timescales

- Construction commences - Summer 2023
- Construction complete - Summer 2025

### Assurance Tolerances

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

### Project responsibilities

Senior Responsible Officer	Mark Thompson, Calderdale Council
Project Manager	Richard Binks, Calderdale Council
Combined Authority case officer	Asif Abed

### Appraisal summary

- 2.41 The outline business case provides an appropriate level of detail on the key deliverables of the A629 phase 4 scheme and the strategic drivers behind the proposed interventions, demonstrating its support to the A629 programme and the wider, local and national transport policies and objectives.
- 2.42 Scheme costs have been adequately presented in the financial case with a satisfactory level of detail provided to support the total forecast scheme costs and the additional funding sought to progress to full business case with costs (decision point 5), including land acquisition costs. The promoter has also established that the phase 4 scheme is currently affordable within the A629 programme, funded by the Transport Fund.
- 2.43 The commercial case does raise a deliverability risk, with the acquisition of parcels of third party land potentially requiring a Compulsory Purchase Order (CPO). The promoter has indicated landowner engagement is to commence following approval of the outline business case, with the risk of CPO recorded in the risk register.
- 2.44 The value for money assessment for this scheme at outline business case reflects a benefit cost ratio of 1.1:1, but is supported by a higher programme level benefit cost ratio. Further work is to be undertaken by the promoter at full business case to refine the economic case and emphasise the strategic benefits the scheme is forecast to deliver. This will also include a demonstration of the A629 programme value for money position and the benefits to be realised at a programme level.

### **Recommendations**

- 2.45 That Investment Committee recommends to the Combined Authority that:
- (i) The A629 Phase 4, 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 £25.928 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Additional development costs of £3.94 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
  - (iv) That to fund land acquisition costs of up to £2.5 million is approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.
  - (v) The Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.

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

<b>Project Title</b>	<b>Harrogate Road - New Line Junction Improvement</b>
<b>Stage</b>	2 (Development)
<b>Decision Point</b>	4 (Full business case)

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

## Background

- 2.46 The Harrogate Road – New Line scheme sits within the West Yorkshire plus Transport Fund programme.
- 2.47 The scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Strategic Economic Plan.
- 2.48 The Harrogate Road – New Line scheme involves major civil engineering works including:
- Widening of the existing highway on all four arms of the junction.
  - Replacement and upgrading of the junction traffic signals.
  - Junction restructure and improvements
  - Improvements to facilities for pedestrians including the provision of pedestrian controlled crossings and central pedestrian islands.
  - Improvements to facilities for cyclists including the introduction of cycle lanes and advance stop lines at traffic signals.
  - Creation of a new access to the supermarket.
  - Demolition and reconstruction on new retaining wall adjacent to the A657.
  - Closure of existing store highway access and construction of a new access.
  - Accommodation works to affected land and properties.

- New and replacement planting and landscaping in multiple locations.
- Road lighting improvements.
- Relocation of five bus stops.
- Significant diversions of utilities companies' plant and services.

2.49 The scheme supports the SEP priority 4 – Infrastructure for Growth with a particular emphasis on transport infrastructure and services. Harrogate Road – New Line will also complement the key area of integrated spatial priority areas through longer term impacts.

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

### **Outputs, benefits and inclusive growth implications**

2.51 The following objectives were derived from the business case:

- Relieving congestion by reducing the journey times by 20% in the morning peak and 31% in the evening peak respectively by 2026.
- Making it easier for people to walk and cycle through the provision of dedicated facilities at the junction increasing footfall by 15% in the operational year.
- A 10% reduction in nitrogen dioxide concentration levels in the operational year and achieving legal compliance objective (of 40µg/m<sup>3</sup>).
- Supports the creation of new housing developments in the area through releasing transport constraints.
- Improved access to Leeds Bradford Airport and the new rail station at Apperley Bridge by increasing junction throughput by 12% and 18% in the morning and evening peak by 2026.
- Improved green infrastructure in line with the Green Infrastructure Task Group.

### **Risks**

2.52 A main risk for this scheme is that the compensation for land exceeds the allowance from the scheme budget. The mitigation measure has been in place for the entirety of full business case development and will continue through until delivery. This is the employment of land and property legal expertise within the team at Bradford Council.

2.53 Another main risk is that the utility companies will not perform as required in terms of both utilities diversions and contractor performance, or the location and condition may differ from what is expected. The mitigation measure here is to continue to liaise with utility companies with a view to embedding their requirements along with existing information into the tender requirements. This will be an ongoing process and will form a key part of delivery.

## Costs

- 2.54 The total forecast scheme cost is £11.427 million, of which £6.765 million will be funded by the Combined Authority from the West Yorkshire plus Transport Fund. The remainder of scheme costs (£4.662 million) will be funded by Bradford Council (£2.736 million) and Section 106 funding (£1.926 million).
- 2.55 A change request was approved by delegated decision to the Combined Authority's Managing Director on 25 January 2019. This approved £990,000 of additional development and land acquisition costs to take the total project approval to £2.875 million. No further development costs are required at this stage of scheme development.

## Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	11/07/2019
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/06/2021
Decision point 7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/07/2026

## Other Key Timescales

- 2.56 Key milestone dates:
- Start on site – February 2020
  - Finish on site – June 2021

## Assurance Tolerances

Assurance tolerances	
Cost	Scheme costs to remain within plus 5% of costs set out in this report.
Programme	Programme to remain within plus 3 months of that set out in this report.

## Project responsibilities

<b>Senior Responsible Officer</b>	Julian Jackson, Bradford Council
<b>Project Manager</b>	Ben McCormac, Bradford Council
<b>Combined Authority case officer</b>	Tim Fawcett

## Appraisal summary

- 2.57 The strategic case for this scheme provides the explanation behind the drivers and addresses the current situation of poor air quality, heavy congestion and restricted pedestrians and cyclists. The scheme fits into the local, regional and national policy objectives and justifies the need for investment, which is reinforced by thorough consultation and engagement.
- 2.58 The junction improvement scheme's case for change is clearly demonstrated with heavy congestion in a key area for the regional network. The procurement strategy is addressed through a programme and a decision of the type of contract for the build stage, and experience of take-up from other local schemes.
- 2.59 The approach used to determine the scheme's value for money was agreed between the Combined Authority and Bradford Council. Although further work is still required around the traffic modelling the scheme is currently in a position of having a very high value for money benefit-cost ratio (10.7:1). This will be confirmed at the next decision point 5 (full business case with finalised costs).
- 2.60 The financial case for this scheme is clear and coherent, with clear costs and cash flow. It is also backed up with two elements of (public and private sector) match funding.
- 2.61 The management case is sufficient for this stage of the assurance process, with a well thought out monitoring and evaluation plan and programme. The communications plan and benefits realisation plan is to be developed going forward.
- 2.62 The business case provides the rationale for investment in this area, as not only will it benefit the district of Bradford but the entirety of the Key Route Network.

## Recommendations

- 2.63 The Investment Committee approves that:
- (i) The Harrogate Road / New Line project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (ii) An indicative approval to the Combined Authority's contribution of £6.765 million (which will be funded through the West Yorkshire Plus Transport

Fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £11.427 million.

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

<b>Project Title</b>	<b>Halifax Station Gateway</b>
<b>Stage</b>	2 (Development)
<b>Decision Point</b>	Change request (activity 3)

Is this a key decision?	<input 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

- 2.64 This scheme forms part of the Station Gateways Programme which aims to transform the public realm, improve way finding, expand retail opportunities and improve passenger experience. It also links with other schemes within the Calderdale area such as the A629 programme which aims to improve connectivity between Halifax and Huddersfield.
- 2.65 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Strategic Economic Plan.
- 2.66 The scheme aims to deliver a transformational redevelopment of Halifax Rail Station and pedestrian and cycling access to Halifax town centre by constructing a new station building that is connected to the current Grade II listed building, reintroduce a disused platform back in to operation and create a step free east-west access link for pedestrians and cyclists underneath the railway. This scheme aims to transform the transport system making it easier for people to access the rail station and town centre and encourage an increase in the number of journeys made by sustainable modes.
- 2.67 This scheme will also transform the land in front of the station to provide a step free access between Halifax town centre and the rail station. The car parking for the rail station along with the pick-up and drop-off areas will also be relocated.
- 2.68 The Halifax Station Gateway project was given mandate approval by the Combined Authority in 2016 (equivalent to decision point 2 on the current assurance process) which included development costs of £315,000. An

additional £793,000 of development costs was approved by the Combined Authority in August 2018 to undertake additional feasibility works and produce a comprehensive outline business case and progress the scheme to decision point 3. This took the total expenditure approval to £1.108 million. As part of the previous change request it was highlighted that forecast scheme costs relating to the identified preferred option for the scheme were £28.2 million, of which £10.6 million were to be funded by the Combined Authority from the allocation within the West Yorkshire plus Transport Fund and that a funding strategy would be developed as part of the Outline Business Case to demonstrate the scheme's affordability.

### **Description of Change Request**

- 2.69 Calderdale Council have commissioned a new design contract to carry out the further project development work which was approved as part of last year's change request. Following a competitive tender process the returned costs are not affordable within the current approved development costs and as a result further funding is required to progress the scheme. In addition, some essential project development activities (such as environmental impact assessments and ground investigations) have also been identified to be undertaken at an earlier date to mitigate against the risk of further project being delays.

### **Outputs, benefits and inclusive growth implications**

- 2.70 The scheme aligns to the Leeds City Region Strategic Economic Plan (SEP) strategic priorities by improving connectivity in Calderdale and within the wider Leeds City Region.
- 2.71 The following objectives, outputs and outcomes will be evaluated as the scheme progresses through the assurance process. More detail will be provided in the outline business case which will determine the preferred option against these criteria.
- Increase the number of jobs and income per capita within Halifax above baseline trends, within five years of project completion
  - Increase the number and proportion of journeys to Halifax by rail in excess of industry forecast within five years of project completion
  - Increase the level of investment by existing employers within Halifax above current levels within five years of project completion
  - Increase the number of visitors to Halifax and the average duration of their stay against baseline visitor numbers within five years of project completion
  - Increase the number of local business start-ups and external businesses establishing a base in Halifax above the baseline trend within five years of project completion

## Risks

2.72 The risks for this scheme are as follows

- The current preferred option for the scheme has a forecast cost of £28.2 million, and has been identified as insufficient to meet these costs. The promoter is addressing this by progressing a short list of scheme options to outline business case stage, which include an option which is affordable within the secured funding. In addition, the outline business case will include a funding strategy for each of the short-listed options. The scheme has a strategic synergy with the Transforming Cities Fund and connections will be made if feasible.

## Costs

2.73 The current total forecast cost of the scheme's preferred option is £28.2 million. The Combined Authority has allocated £10.6 million from the West Yorkshire plus Transport Fund towards this scheme and as a result of the expected benefits of the scheme, Grand Central has provisionally offered a contribution of £200,000 towards this project. Additional funding options are being explored.

2.74 This change request asks for an additional £247,336 of development funds, taking the total of approved development funds to £1.355 million. This increase in development funds does not increase the overall costs to the Combined Authority for the project.

## Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	12/12/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	31/03/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2021

## 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 six months of the timescales set out in this report

### **Project responsibilities**

<b>Senior Responsible Officer</b>	Mark Thompson, Calderdale Council
<b>Project Manager</b>	Sarah Callaghan, Calderdale Council
<b>Combined Authority case officer</b>	Heather Briggs

### **Appraisal summary**

- 2.75 This project aims to transform Halifax Rail Station by constructing a new station building, improving platform capacity and re-developing land in front of the station for improved pedestrian and cycle facilities.
- 2.76 This is a complex project that requires a significant amount of development funding in order for the scheme to be developed as effectively and efficiently as possible.

### **Recommendations**

- 2.77 That Investment Committee approves that:
- (i) The change request to the Halifax Station Gateway project to provide £247,336 of additional development funds is approved.
  - (ii) The timeframe extension outlined in this report is approved.
  - (iii) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for additional expenditure of £247,336 taking the total approval up to £1.355 million from the West Yorkshire plus Transport Fund.
  - (iv) Future approvals are made in accordance with the approval 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



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

<b>Project Title</b>	<b>York Outer Ring Road Junctions Improvement Programme – Phase 1</b>
<b>Stage</b>	3 (Delivery and Evaluation)
<b>Decision Point</b>	Change request (activity 6)

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**

- 2.79 The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.
- 2.80 The YORR upgrade project includes improvements to seven existing outer ring road roundabouts between Wetherby Road and Monk Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to three lanes, exits widened to two lanes, minor approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodating future Ring Road and radial routes where possible).
- 2.81 Phase 1 of the programme has delivered improvements to the roundabout at the junction of A1237 and B1224 Wetherby Road. The measures implemented at this roundabout include the A1237 approaches widened to three lanes;

A1237 exits widened to two lanes; the diameter of the roundabout enlarged and enhanced provision of cycling / pedestrian facilities

### **Description of Change Request**

2.82 Additional funding is required to cover the cost of addressing multiple issues which have occurred coupled with risks encountered at a greater level than anticipated as part of scheme development. These can be summarised as:

- Tree root penetration (previously identified risk) – requiring excavation deeper than originally designed.
- Unknown Artesian aquifer (new issue) - There was an unknown artesian aquifer running directly under the north-west quadrant of the roundabout. The need for deeper excavations, due to root penetration as noted above, resulted in contact with the aquifer. This caused flooding of a portion of the excavations which required unexpected mitigation works.
- Archaeological discovery (previously identified risk) - Unexpectedly regionally significant find identified.

2.83 Each of these issues (with the exception of the Artesian aquifer noted above) were identified in the scheme risk register. In isolation the project contingency would have covered a single occurrence. The impact of multiple risks occurring at a greater level than anticipated when the risk allocation was identified at decision point 5 has resulted in considerable unforeseen sums required to manage, mitigate, and overcome the various impacts of these risks.

2.84 The total cost impacts of these changes are £454,000, to which the Combined Authority is requested to contribute £266,581.

### **Outputs, benefits and inclusive growth implications**

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

- Enable better access to employment, retail, health and leisure sites in York which serve the surrounding population.
- Enhanced connectivity to the A1(M) and other strategic destinations
- Reduced end to end journey times around the northern section of the York Outer Ring Road by approximately 20% by 2021.
- Enhanced journey time reliability for cross-country journeys (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**

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

- That the lessons from the issues are not taken account of in future phases of the York Outer Ring Road programme in order to minimise potential future delivery risks. This will be mitigated by a review of the wider programme to ensure potential future risks are taken into account.
- That site investigations are not extensive enough to identify any possible hidden or unexpected risks within the programme. This will be mitigated by ensuring thorough technical expertise is engaged to undertake site investigations.
- Potential issues on future phases of the programme result in the quantified risk assessment (QRA) and contingency budget being expended before the programme is completed. This will be mitigated by the future risk and contingency being carefully managed for the other junction improvements to ensure that the programme does not exceed its budget. Subsequent phases of the programme have the potential to be reduced in scale and scope to remain within the overall programme budget.

## **Costs**

2.87 The original budget for the scheme was £3.599 million which was to be fully funded from the West Yorkshire plus Transport Fund. Scheme costs for phase 1 have increased from £3.599 million to £4.053 million. Additional costs incurred are £266,581 (£187,496 earthworks issues and £79,085 archaeology issues) with the City of York Council contributing £188,000 to the scheme (due to reduction in future maintenance costs).

2.88 The scheme costs have increased by £454,581. The Combined Authority is requested to fund £266,581 of the scheme cost increases and the City of York Council (CYC) will contribute £188,000 (funding approved by CYC).

2.89 It is anticipated that the additional cost to the Combined Authority for this element can be accommodated within the overall programme cost of £38.926 million.

2.90 The programme level risk and contingency budget (risk: £3.030 million and contingency: £2.740 million) are within the approved overall Combined Authority budget of £38.276 million at programme level.

## Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	11/07/2019
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	09/01/2020

## Assurance Tolerances

Assurance tolerances
That the scheme costs remain within the costs within the overall programme budget and costs identified in this report That timescales remain within three months of those identified in this report

## Project responsibilities

<b>Senior Responsible Officer</b>	James Gilchrist, City of York Council
<b>Project Manager</b>	Gary Frost, City of York Council
<b>Combined Authority case officer</b>	Paul Coy

## Appraisal summary

- 2.91 The rationale for the change request is clearly set out and the scheme promoter has provided additional information to substantiate the need for additional costs. The change is affordable due to the costs remaining within the overall programme budget and having the option to reduce scale and scope of future phases of the programme. A recommended condition is for scheme cost estimates to be revised, showing the re-profiled risk and contingency budgets for the programme.

## Recommendations

- 2.92 That Investment Committee recommends to the Combined Authority that:
- (i) The change request to the YORR Phase 1 (A1237 – B1224 Wetherby Road Junction upgrade) to approve the additional expenditure for encountered issues on site during the construction phase is approved. This is subject to the Combined Authority's Programme Appraisal Team's acceptance of revised scheme cost estimates, showing the re-profiled risk and contingency budgets.

- (ii) The total cost of Phase 1 of the YORR scheme is increased to £4.054 million from £3.599 million, with the additional costs of £266,581 being met through the existing programme budget of £38.276 million.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional total approved expenditure of up to £266,581 from the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the approval 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.

<b>Project Title</b>	<b>Clean Bus Technology Fund</b>
<b>Stage</b>	3 (Delivery and Evaluation)
<b>Decision Point</b>	Change request (activity 6)

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

- 2.93 The Combined Authority and Leeds City Council secured a combined £4.21 million grant from the Department for Environment, Food, and Rural Affairs (DEFRA) in November 2017, to deliver clean bus technology to buses across West Yorkshire.
- 2.94 The clean technology improves bus emission levels up to Euro 6 standard or better and will apply the standards required by the incoming Leeds Clean Air Charging Zone across West Yorkshire. The funding is allocated to bus operators across the region via a competitive bidding process.
- 2.95 The initial scope anticipated delivery of clean technology to approximately 30% of West Yorkshire's public bus fleet (around 300 vehicles), with an estimated yearly reduction of 359 tonnes in nitrogen oxide (NO<sub>2</sub>) and 112 tonnes of carbon dioxide (CO<sub>2</sub>), representing a forecast £23.8 million of environmental and health savings.
- 2.96 Due to significant operator interest, in addition to the DEFRA grant, an additional £850,000 contribution from Leeds City Council through the Leeds Public Transport Investment Programme (LPTIP) was secured to expand the scope and geographical spread of the project outputs and benefits. A further £1.028 million was put forward as bus operator match contribution as a result.
- 2.97 A total scheme cost of £6.088 million was presented at full business case with finalised costs (activity 5), with approval by the Managing Director granted in September 2018, enabling the scheme to progress to activity 6 delivery.

## Description of Change Request

- 2.98 In March 2019 DEFRA invited the Combined Authority to bid for up to £3 million of further funding to expand the existing project. Following engagement with bus operators to assess market demand, it was identified there is strong

interest, particularly in Leeds and Bradford given the approaching Clean Air Charging Zone in Leeds.

- 2.99 The Combined Authority has secured an additional £2.976 million of DEFRA grant, plus estimates £506,000 of additional bus operator match fund contribution.
- 2.100 The promoter through the change request has now come forward to seek approval of an additional £3.482 million in scheme costs.
- 2.101 It is estimated that the additional funding will deliver clean technology to up to 179 additional buses, to yield a further 201 tonne yearly reduction in nitrogen (NO<sub>2</sub>) oxide and a further 67 tonne yearly reduction in carbon dioxide (CO<sub>2</sub>), estimating additional environmental and health savings of £13.4 million over a 5 year operational period.
- 2.102 It has been assessed that business case implications of approving the change request to the Combined Authority is minimal. This is because the additional funding has been provided by DEFRA, with an element of match contribution to be secured from bus operators, to yield significant additional environmental benefits to the City Region. The promoter has also established that adequate project management resource is available to deliver the expanded project.
- 2.103 Given the expanded scope, DEFRA have endorsed an extended delivery timescale of 31 March 2020 (from September 2019) as proposed by the promoter based on delivery experience of the current scope. The promoter is to continue submission of quarterly reporting on outputs to DEFRA, with the final report now to be submitted by 31 March 2020.

### **Outputs, benefits and inclusive growth implications**

They key outputs and benefits of the project are:

- Forecast yearly reduction of 560 tonnes of nitrogen oxide (NO<sub>2</sub>) over a five year operational period.
- Forecast yearly reduction of 179 tonnes of carbon dioxide (CO<sub>2</sub>) over a five year operational period.
- Forecast environmental and health savings of £37.2 million over a five year operational period.
- The scheme supports priority area 3 'Clean Energy and Environmental Resilience' of the Strategic Economic Plan.
- The scheme will deliver wider social benefits of improving health and quality of life with cleaner air.

### **Risks**

- 2.104 Delivery of the expanded project puts significant timescale pressures on the supply and delivery of clean technology fitments, with suppliers already overwhelmed with orders to meet the current scope due to the limited number

of accredited providers. DEFRA endorsing the extended delivery timescales to 31 March 2020 does mitigate this risk.

- 2.105 Existing delivery risks of operators failing to agree to grant agreement conditions, and the standard of performance of the technology remain. These risks will not be exacerbated by the expanded project given the same suppliers and funding agreement template is to be used.

### Costs

- 2.106 On 21 September 2018, the Managing Director (via approved delegation) granted approval of the full business case with finalised costs (decision point 5) with a total scheme cost of £6.088 million. The total forecast scheme cost presented through this change request is £9.570 million. A breakdown is provided below:

Assurance pathway	Existing approved scheme	Change request proposal
Combined Authority DEFRA Grant	£2.84 million	£5.816 million
Leeds City Council DEFRA Grant	£1.37 million	£1.37 million
Leeds City Council LPTIP contribution	£850,000	£850,000
Bus Operator Match Contribution	£1.028 million	£1.534 million
Total Scheme Costs	£6.088 million	£9.570 million
Total funding which Combined Authority is the accountable body for	£5.06 million	£8.036 million

- 2.107 The Combined Authority would now be the accountable body for £8.036 million of this funding.
- 2.108 The scheme, through this change request, seeks Combined Authority approval of an additional £3.482 million of funding.

### Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Investment Committee Decision: Combined Authority	01/08/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team	31/03/2020

	Decision: Combined Authority's Director of Delivery	
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2021

### Other Key Timescales

- 2.109 The promoter to update the Portfolio Management Group in September 2019 on DEFRA approved delivery timescales.

### Assurance Tolerances

<b>Assurance tolerances</b>
<p>That scheme costs remain within the funding envelope as set out in this report, except in the circumstance where additional funding is made available to the Combined Authority to extend the West Yorkshire wide delivery of the scheme, in which instance this approval will be delegated to the Combined Authority's Managing Director.</p> <p>That delivery programme timescales remain within 3 months of that set out in this report unless amendments are required as a result of the revised reporting timescales agreed with DEFRA, in which instance this approval can be delegated to the Combined Authority's Managing Director.</p>

### Project responsibilities

<b>Senior Responsible Officer</b>	Dave Pearson, Combined Authority
<b>Project Manager</b>	Michael Ramsey, Combined Authority
<b>Combined Authority case officer</b>	Asif Abed

### Appraisal summary

- 2.110 The change request details the opportunity taken by the Combined Authority to secure further funding made available by DEFRA, to enable delivery of an expanded project and a wider geographical spread of benefits.
- 2.111 The promoter has evidenced that the acceptance of further funding to expand the project was supported by the market demand feedback from bus operators.
- 2.112 The increase in funding does not impact on existing Combined Authority funding programmes given the additional funding is from an external public sector body, supplemented with an increased element of bus operator match contribution. The City Region will benefit from the additional output and the significant environmental and health benefits it will yield, supporting delivery of local and regional transport strategies and policies, as well as priority area 3 of the City Region Strategic Economic Plan.

2.113 The endorsement of extended delivery timescales to 31 March 2020 by DEFRA is justified given the promoter demonstrating the expanded project is not deliverable within the existing scope timescales.

### **Recommendations**

2.114 That the Investment Committee recommends to the Combined Authority that the change request to approve :

- (i) The increase total scheme costs of from £6.088 million to £9.570 million, (an increase of £3.482 million) is approved. This increase is funded from £2.976 million of additional DEFRA grant and an estimate of a further £506,000 bus operator match contribution.
- (ii) The increase the Combined Authority contribution to the scheme from £5.06 million to £8.036 million, (an increase of £2.976 million) is approved. This will be funded from the additional DEFRA grant awarded to Combined Authority.
- (iii) The revised delivery timescales to 31 March 2020.
- (iv) For the Combined Authority to enter into a grant agreement with the preferred bus operator/s following procurement, for expenditure of up to £2.976 million, to be funded from the additional DEFRA grant secured by the Combined Authority.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

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

2.115 Since Investment Committee's meeting on the 11 June 2019, decisions regarding the following schemes has been exercised. This decision was made through the delegation to the Combined Authority's Managing Director following a recommendation from Combined Authority's Programme Appraisal Team. In order for a decision to be made through a delegation to the Managing Director, the scheme must remain within the assurance tolerances that have been approved at an earlier decision point. All the schemes outlined below have remained within their approved delegations unless stated otherwise below.

### **Investment Readiness Support Programme**

2.116 This scheme will support the growth of SMEs across Leeds City Region by providing them with an impartial and confidential advice service on how to prepare for, and access, the full range of finance options available to them. This will include finance products and services delivered by the private and public sectors, including the LEP's grants and loans, the Northern Powerhouse Investment Fund, Start-Up Loans, R&D Tax Credits, Innovate UK, mainstream commercial finance and new technology-led options, such as crowdfunding, factoring and bitcoin.

2.117 The scheme received decision point 2 (case paper approval) from the Combined Authority on 13 December 2018. The scheme received decision point 5 approval (full business case with finalised costs) through delegation to the Combined Authority's Managing Director on the 14 June 2019 and will now proceed into activity 6 (delivery). This approved the total project cost of £1.429 million, and the Combined Authority contribution of £714,500 (which will be funded through the Leeds City Region Business Rates Pool). The remaining contribution £714,500 will be funded by European Regional Development Funding (ERDF).

### **3 Financial implications**

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

### **4 Legal implications**

4.1 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 Staffing implications**

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

## **6 External consultees**

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

## **7 Recommendations**

### **Kirklees Cycling and Walking Early Gateway Transformation Package**

- 7.1 That Investment Committee recommends to the Combined Authority that:
- (i) The Kirklees Cycling and Walking Early Gateway Transformation Package proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).
  - (ii) An indicative approval is given to the Combined Authority's contribution of £1.895 million, which will be funded through the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.2 million.
  - (iii) Development costs of £337,000 are approved (including £150,000 for advanced construction works on the Huddersfield element) in order to progress the scheme to decision point 5 (full business case with finalised costs).
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Ultra-Low Emission Bus (ULEB) scheme**

That Investment Committee recommends to the Combined Authority that:

- (v) The Ultra-Low Emission Bus (ULEB) scheme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
- (vi) An indicative approval is given to the Combined Authority's contribution of £1.650 million (which will be funded through £1.033 million from Leeds Public Transport Investment Programme (LPTIP) and £617,000 from the DfT ULEB scheme fund), with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value of £2.7 million.
- (vii) 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.

#### **A629 Phase 4**

7.2 That Investment Committee recommends to the Combined Authority that:

- (i) The A629 Phase 4, 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 £25.928 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Additional development costs of £3.94 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
- (iv) That to fund land acquisition costs of up to £2.5 million is approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.
- (v) The Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.
- (vi) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### **Harrogate Road / New Line project**

7.3 The Investment Committee approves that:

- (i) The Harrogate Road / New Line project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £6.765 million (which will be funded through the West Yorkshire Plus Transport Fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £11.427 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5

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

### **Halifax Station Gateway**

7.4 That Investment Committee approves that:

- (i) The change request to the Halifax Station Gateway project to provide £247,336 of additional development funds is approved.
- (ii) The timeframe extension outlined in this report is approved.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for additional expenditure of £247,336 taking the total approval up to £1.355 million from the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the approval 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 (YORR) Phase 1**

7.5 That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the York Outer Ring Road (YORR) Phase 1 (A1237 – B1224 Wetherby Road Junction upgrade) to approve the additional expenditure for encountered issues on site during the construction phase is approved. This is subject to the Combined Authority's Programme Appraisal Team's acceptance of revised scheme cost estimates, showing the re-profiled risk and contingency budgets.
- (ii) The total cost of Phase 1 of the YORR scheme is increased to £4.054 million from £3.599 million, with the additional costs of £266,581 being met through the existing programme budget of £38.276 million.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional total approved expenditure of up to £266,581 from the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the approval 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.

## **Clean Bus Technology Fund**

- 7.6 That the Investment Committee recommends to the Combined Authority that the change request to the Clean Bus Technology Fund is approved :
- (i) To increase total scheme costs of from £6.088 million to £9.570 million, (an increase of £3.482 million) is approved. This increase is funded from £2.976 million of additional DEFRA grant and an estimate of a further £506,000 bus operator match contribution.
  - (ii) To increase the Combined Authority contribution to the scheme from £5.06 million to £8.036 million, (an increase of £2.976 million) is approved. This will be funded from the additional DEFRA grant awarded to Combined Authority.
  - (iii) To endorse the revised delivery timescales to 31 March 2020.
  - (iv) For the Combined Authority to enter into grant agreement/s with the preferred bus operator following procurement, for expenditure of up to £2.976 million, to be funded from the additional DEFRA grant secured by the Combined Authority.
  - (v) Future approvals are made in accordance with the Approval 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.

## **8 Background documents**

- 8.1 None as part of this report.

## **9 Appendices**

**Appendix 1** - Background to the report

**Appendix 2** - Kirklees Cycling and Walking Early Gateway Transformation Package business case summary

**Appendix 3** – Ultra Low Emission Buses business case summary

**Appendix 4** – A629 Phase 4 business case summary

**Appendix 5** - Harrogate Road – New Line business case summary