

Report to: West Yorkshire and York Investment Committee

Date: 1 October 2019

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

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1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

2 Integrated Clean Growth

- 2.1 Through the Assurance Framework and other internal decision-making procedures, we will review and embed clean growth considerations into our activities.
- 2.2 We will:
 - Build on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2) and we will review decision point 2 onwards and continue to strengthen clean growth considerations, including climate change impacts.
 - Develop a robust quantifiable methodology for assessing all new schemes predicted carbon emissions/ wider clean growth impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.

- Include clean growth, including climate change, impact assessment / considerations in all Capital Spending and Project Approvals reports from December 2019.

3 Report

3.1 This report presents proposals for the progression of 10 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 £268,102 million when fully approved, of which the total value of £192,692 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><u>Scheme</u></p> <p>Temple Green Park and Ride</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>Due to a high level of current and future demands, this scheme seeks to deliver up to 389 additional parking spaces at the existing Temple Green Park & Ride site, with procurement of an additional park & ride bus service.</p> <p>The scheme is to be funded from the Leeds Public Transport Investment Programme (LPTIP), with a small developer (Section 106) funding contribution.</p> <p><u>Impact</u></p> <p>The scheme seeks to increase bus patronage, with an extended car park offering capacity to encourage additional (and existing) commuters to choose the bus for journeys in to and out of Leeds city centre, supporting local and regional transport policies and strategies, including the forthcoming Clean Air Zone.</p> <p>The scheme will help reduce city centre congestion levels and support improving air quality, to provide a better quality of life for local residents and commuters. The scheme will also support improving the access to employment via a sustainable mode of travel.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total scheme cost: £7.386 million</p> <p>Combined Authority contribution: £6.954 million</p> <p>Funding approval sought: £2.261 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Castleford Growth Corridor</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver highway improvements as well as provision of new and enhanced cycle way and pedestrian footpaths along the Castleford Growth Corridor. Additionally scheme delivery is to include public realm improvements by opening up views and public access to the River Aire.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p>

	<p><u>Impact</u></p> <p>Scheme delivery will support housing developments and connectivity to/from the corridor through reducing existing transport constraints, improving journey reliability, and reducing journey times. Additionally, the scheme will encourage active mode travel through delivery of increased and enhanced cycle and pedestrian provision.</p> <p>The scheme supports the inclusive growth principle of better quality of life, through improving connectivity and reducing severance issues.</p> <p>The value for money assessment reflects a benefit cost ratio of 2.3:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) subject to match funding being secured.</p> <p>Total scheme cost: £7.079 million</p> <p>Combined Authority contribution: £6.858 million</p> <p>Funding approval sought: £1.839 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>City Connect: (Cooper Bridge) Bradley to Brighouse</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The project will deliver a 6.5km cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but provide strategic links to the highway network.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Scheme delivery will support reducing traffic congestion along the A62/A644 by providing a safe, alternative active travel route for commuters, leisure walkers, and cyclists, encouraging mode shift from car use for a range of journey purposes.</p> <p>The scheme supports inclusive growth and better quality of life with uptake of active mode travel to reduce traffic congestion and improve air quality and health, as well as enhancing connectivity to communities and jobs via a sustainable mode of travel.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total scheme cost: £2.328 million</p>

	<p>Combined Authority contribution: £1.862 million</p> <p>Funding approval sought: £350,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>South Kirkby Enterprise Zone</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The South Kirkby Enterprise Zone (EZ) is one of a package of sites that make up the Leeds City Region (LCR) EZ Programme. The aim of this programme is to accelerate the delivery of high quality employment sites and floorplate and supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>The scheme involves a 2.64 hectare extension to the existing South Kirkby Business Park, located adjacent to the M1 and A1 in Wakefield, to develop four new industrial/warehouse units.</p> <p>The site is owned by a private sector developer who is seeking funding from the Combined Authority to bridge a gap in the viability of the scheme</p> <p><u>Impact</u></p> <p>The scheme will directly deliver 2.64 hectares of serviced employment land and 6,085m² (65,500 ft²) for industrial/warehouse use. It has the potential to generate 115 net jobs and an uplift in Gross Value Added (GVA) of £7 million per annum subject to the take-up of floorspace by occupiers/end users.</p> <p>The scheme promoter will be required to make Inclusive Growth commitments as part of any subsequent funding agreement. Additionally the scheme will ensure sustainable economic growth through making more efficient use of employment land and managing traffic access into the site.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 and work commences on activity 5 (Full business case with finalised costs).</p> <p>Total value of Combined authority funding – up to £2.826 million</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Steeton and Silsden Rail Car Park</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver an extension to the existing car park at Steeton & Silsden rail station, increasing the free parking capacity by 104 spaces through the installation of 2 parking decks.</p> <p>Scheme delivery is to also include CCTV provision, one fully accessible lift, enhanced draining infrastructure, increased blue badge bay provision and electrical ducting to future proof 2 electric vehicle charging bays.</p>

	<p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Scheme delivery will encourage existing and new users to choose the train as a sustainable mode of transport for onward journeys, supporting the reduction in congestion levels and improving air quality.</p> <p>Supporting better air quality is one of the inclusive growth principles the scheme will support, as well as improving the access and connectivity to employment and communities via public transport.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs and work commences on activity 6 (delivery).</p> <p>Total scheme cost: £3.879 million</p> <p>Combined Authority contribution: £3.879 million</p> <p>Funding approval sought: £3.768 million (£110,000 approved to date)</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>A61 (South) Corridor</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.</p> <p>The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services, reducing carbon emissions and supporting further economic growth in the Aire Valley and Southbank areas of Leeds</p> <p><u>Impact</u></p> <p>The scheme has a forecast benefit cost ration of 2.1:1 which represents high value for money based on significant potential benefits to bus users and those walking and cycling in the corridor.</p> <p>It will improve bus journey times and reliability (especially during peak periods), increasing bus patronage and the share of non-car modes (public transport, cycling and walking) using the corridor.</p> <p>This will potentially remove 263,000 car kilometres from the road network into Leeds City Centre each year and, together with the continued investment in low emission buses (including</p>

	<p>a fleet of ultra-low emission electric buses operating from the proposed Stourton Park & Ride site), the scheme will also help to improve air quality and health outcomes in the surrounding areas.</p> <p>The scheme will improve access to jobs, training and services in the corridor catchment area and lead to a reduction in the number and severity of accidents along the corridor as a result of changes to the highways layout and prioritisation measures, including additional space for cycling and walking</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (Full business case with finalised costs).</p> <p>Total value - £18.247 million</p> <p>Total value of Combined Authority funding - £18.037 million</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>East Leeds Orbital Route</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme is phase 2: East Leeds Orbital Road - a new 7km dual carriageway that will stretch from the ORR at Red Hall round the east side of Leeds to Thorpe Park (A612/A61), joining up with the Manston Lane Link Road. This will be a 50mph route complete with enhanced landscaping together with pedestrian and cycle infrastructure. Construction is to commence December 2019.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>As a result of the scheme, it is expected to reduce congestion levels on the outer ring road, enabling opportunity to make active travel enhancements to the A6120. To accommodate the strategic orbital traffic and the ELE housing development, the Manston Lane Link Road is also to be expanded.</p> <p>The scheme supports inclusive growth of a better quality of life with improved transport connectivity to communities and employment, an enhanced urban environment with improved public realm (including a major new housing development), and improved health through reduction in congestion levels and enhanced active travel provision. Environmental benefits include the provision of a green corridor for pedestrians, cyclists and equestrians.</p> <p>The value for money assessment when assessed against the Department for Transport's value for money criteria reflects an initial benefit cost ratio (BCR) of 1.9:1 (medium value for money), with an adjusted BCR of 5:1 (very high value for money) when accounting for wider scheme benefits.</p> <p><u>Decision sought</u></p>

	<p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total scheme cost: £147.49 million</p> <p>Combined Authority contribution: £90.330 million</p> <p>Funding approval sought: £64.473 million (£25.857 million already approved)</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Headrow City Centre Gateway</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The Headrow City Centre Gateway scheme will enhance a major gateway to Leeds city centre for bus users, pedestrians, and cycle users, through a series of bus infrastructure, public realm, pedestrian and cycling improvements.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>Scheme delivery will improve bus journey time reliability and reduce bus journey times, and enhance the bus shelter waiting environment.</p> <p>Implementation of improved pedestrian and cycling provision will enhance connectivity for active modes, making the area safer and more inclusive, encouraging active travel.</p> <p>High quality public realm will enhance the townscape, making the city centre more attractive to visitors, residents, employees and prospective investors</p> <p>The scheme supports inclusive growth of a better quality of life, with improvements to support better air quality and health through the reduction in congestion and improved active mode offer, as well as an enhanced townscape and urban environment through the public realm improvements.</p> <p>The value for money assessment is based on a benefit cost ratio of 1.2:1, which means the scheme is defined as low value for money according to the Department for Transport's criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total scheme cost: £22.75 million</p> <p>Combined Authority contribution: £22.75 million</p> <p>Or £20.25 million should the capital contribution be granted, subject to outcome of the Leeds city centre £2.5m capital bid on 18 September</p> <p>Funding approval sought: £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>Stourton Park and Ride Leeds</p>	<p>This scheme will deliver a new park & ride site capable of accommodating up to 1200 vehicles. The site will be fully electric, with solar panel provision to operate the site and support charging to run the fully electric bus services to/from Leeds city centre.</p> <p>In addition to the parking provision, the site will also include electric charge points for vehicles, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers.</p> <p>Implementation of dedicated walking and cycling facilities will also be delivered through the scheme, to provide enhanced connectivity to/from the park & ride site and to the Leeds cycle network.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme will encourage mode shift to a more sustainable mode of travel to/from Leeds city centre for up to 1200 users per day, and support active travel with implementation of dedicated walking and cycling facilities, reducing congestion levels, increasing bus patronage, and improving air quality. Being a fully electric operated and service site, this will further support air quality targets, including the recently declared climate emergency in Leeds, and the forthcoming Clean Air Zone.</p> <p>The scheme supports inclusive growth of a better quality of life, with the park & ride site to provide connectivity to jobs, education, and communities via a sustainable mode of travel, as well as improve health by encouraging active mode travel and improving air quality within the area.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.58:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total scheme cost: £36.99 million</p> <p>Combined Authority contribution: £34.16 million</p> <p>Funding approval sought: £0 (£2.935 million secured at outline business case is sufficient to fund business case development costs to full business case with finalised costs)</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

- 3.2 This report also presents recommendations for the following scheme that has had a change request assessed in line with the Combined Authority's assurance process. This scheme has a funding value of £3,952 million when fully approved, of which £3,952 million will be funded by the Combined

Authority. Further details on the scheme is summarised below and can be found as part of this report.

<u>Scheme</u>	<u>Scheme description</u>
<p>Rail Park & Ride Programme Phase 1: Mytholmroyd</p> <p>Calderdale</p>	<p>This scheme forms part of the Rail Park and Ride Programme and will create a new car park consisting of 193 additional car parking spaces, 10 new blue badge spaces, cycle stands and future proofing for electric charging bays at Mytholmroyd Rail Station.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund and supports SEP Priority 4 (Infrastructure for Growth).</p> <p><u>Impact</u></p> <p>The programme will:</p> <ul style="list-style-type: none"> • Enhance rail accessibility – extend free rail car parking and enhance employment accessibility, through the provision of additional car parking spaces; Improve overall journey times, through better access to the rail network; Increase provision of Blue Badge parking bays. • Increase access to employment and facilitate growth. The forecast increase to Gross Value Added (GVA) at programme level - £8.2 million; Forecast employment benefit at programme level – an additional 117 jobs • Deliver carbon savings – reduce car journeys and encourage modal shift onto rail, through improved accessibility to the rail network. <p>The BCR for the Mytholmroyd scheme is 2.4:1. Judging the scheme as high value for money when assessed against the Department for Transport’s value for money criteria.</p> <p>The station does not have a car park currently. This scheme enables the creation of over 200 car park spaces at Mytholmroyd Rail Station which will contribute towards a reduction in carbon emission through the increase use of public transport.</p> <p><u>Decision sought</u></p> <p>Activity 6 change request to a) increase the total scheme cost from £3.64 million to £3.952 million and b) extend the delivery timeframe from December 2019 to December 2020.</p> <p>Total value – £3.952 million</p> <p>Total value of Combined Authority funding – £3.952 million</p> <p>Funding recommendation sought - £312,136</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

3.3 Since the Investment Committee’s meeting on 3 September 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 £10,324,000 million has been approved.

<p><u>Scheme</u></p> <p>West Yorkshire Combined Authority Head Office Accommodation project Leeds</p>	<p><u>Scheme description</u></p> <p>As part of the West Yorkshire Combined Authority and the Local Enterprise Partnership (LEP) Transformation Programme changes to head office accommodation are required which will bring the organisation together and create fit for purpose facilities for staff, members, visitors and partners. The accommodation project will deal with a clearly identified gap in terms of office quality and facilities, as well as a consolidation of office buildings.</p> <p><u>Decision</u></p> <p>The Managing Director approved decision point 5 on 12th August 2019 giving full approval to spend £7.488 million. This will be funded entirely by the Combined Authority (from the approved budget for Corporate Projects). This includes the previously approved development costs of £375,000.</p>
<p><u>Scheme</u></p> <p>Castleford Rail Station Gateway Wakefield</p>	<p><u>Scheme description</u></p> <p>The Castleford Rail Station Gateway scheme which will see the enhancement of the existing rail station facility to provide a new, high quality, modern waiting facility and pedestrian linkages with Castleford town centre and the bus station, providing an attractive and welcoming gateway to the town. This, together with the recently completed (2016) £6 million Castleford Bus Station refurbishment, will create a public transport 'Hub' for Castleford.</p> <p><u>Decision</u></p> <p>The Managing Director approved the decision point 5 on 23rd August 2019 and that work can commence on delivery point 6. Full approval to spend the total project value of £2.836 million from the West Yorkshire plus Transport Fund has been given.</p>

4 Information

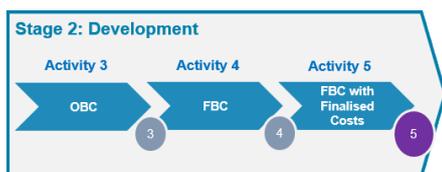
- 4.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway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

Projects in stage 1: Eligibility



- 4.2 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.
- 4.3 There are no schemes requiring consideration at this assurance stage.

Projects in Stage 2: Development



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

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

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

Background

- 4.5 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.6 The Temple Green Park & Ride (P&R) site is located approximately 7km to the east of Leeds city centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.
- 4.7 The P&R facility first opened in June 2017 and currently has a capacity of 1000 spaces. User numbers have continued to rise since opening, with the site now regularly achieving a daily demand of more than 900 vehicles.
- 4.8 The scheme will deliver up to an additional 389 parking spaces, taking the total number of spaces to 1389. The proposal has been informed by an independent

demand forecasting report on future user demand, which concluded a possible need for circa 1450 spaces by 2036.

- 4.9 Delivery of the Temple Green P&R extension will support addressing some of the transport challenges faced by commuters, primarily congestion and access to employment. Increasing the car park capacity will encourage additional (and existing) commuters to complete their journeys by bus, and in the process reduce congestion, improve journey times, and support better air quality, deemed as significant constraints to the attractiveness of the city centre for both current and prospective employers.
- 4.10 The scheme supports the priority area 4 Infrastructure for Growth of the Leeds City Region Strategic Economic Plan.
- 4.11 The scheme has come forward at outline business case with a total scheme cost forecast of £7.386 million, with the Combined Authority to contribute £6.954 million from the Leeds Public Transport Investment Programme (LPTIP).
- 4.12 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 4.13 The scheme outputs and benefits include:
- The scheme will contribute to the ambition to double bus patronage within West Yorkshire, leading to increased use of sustainable modes of travel and encourage the change in travel patterns due to improved journey times and reliability.
 - Improved environmental conditions along roads to and from Leeds city centre (thereby supporting the Clean Air Zone).
 - The economic assessment reflects a benefit cost ratio of 1.74:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.
 - The scheme will deliver inclusive growth principles such as better quality of life through improving the air quality for local residents and commuters, as well as improving connectivity and enhancing access to employment through a sustainable mode of travel.

Risks

- 4.14 Scheme risks include:
- Budget - Cost estimate may exceed anticipated costs at outline business case. Close engagement with delivery partner to be maintained in the development of detailed design.

- Planning - Improvement works may be required to the M1 Junction 45. Transport assessment being prepared in support of the planning application which will identify whether such improvements are required.
- Planning - Preliminary surveys cannot rule out the presence of Great Crested Newts. Identify presence of protected species/flora/fauna early then design mitigation early in design process.

Costs

- 4.15 The total forecast scheme cost at outline business case (decision point 3) is £7.386 million.
- 4.16 The Combined Authority is to fund £6.954 million through the Leeds Public Transport Investment Programme (LPTIP), with a £432,000 Section 106 developer contribution, subject to planning.
- 4.17 At outline business case, the promoter seeks approval of £2.261 million, of which £841,000 is to fund business case development costs to decision point 5 (full business case with finalised costs), and £1.42 million land acquisition costs (land required for scheme delivery).
- 4.18 The Combined Authority to enter in to a variation of the existing funding agreement with Leeds City Council, which is in place to facilitate LPTIP schemes coming forward through the assurance process.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/05/2020

Other Key Timescales

- Construction commence date of June 2020.
- Construction complete date of March 2021.

Assurance Tolerances

Assurance tolerances
That increase to scheme costs remain within 10% of that set out in this report
That programme delivery timescales remain within 3 months to that set out in this report.

Project responsibilities

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

Appraisal summary

- 4.19 At outline business case, the strategic drivers for investment and inclusion in to the Leeds Public Transport Investment Programme are well presented, with the scheme demonstrating support to the delivery of local and regional transport fund policies and strategies, including the forthcoming Clean Air Zone - and priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan.
- 4.20 The commercial case provides strong justification for market uptake, validating the proposed delivery of an additional 389 parking spaces through the existing monitoring in place and through an independent assessment of various scenarios to inform the future demand forecast.
- 4.21 The scheme cost, including land acquisition costs, has been clearly presented, with the promoter demonstrating scheme affordability within the Leeds Public Transport Investment Programme through the development of the revised Leeds Public Transport Investment Programme funding strategy and prioritisation paper.
- 4.22 The value for money assessment reflects a benefit cost ratio of 1.74:1, judging the scheme as medium value for money when judged against the Department for Transport's criteria. The steps taken to develop the economic case have been adequately detailed, with a reasonable level of confidence provided to support the forecast demand and benefit assumptions.

Recommendations

- 4.23 The Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Public Transport Investment Programme Temple Green Park & Ride Extension project proceeds through outline business case (decision point 3) and work commences on full business case (decision point 4).

- (ii) An indicative approval to the Combined Authority's contribution of £6.954 million (which will be funded through the Leeds Public Transport Investment Programme) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £7.386 million.
- (iii) Development costs of £841,000 are approved in order to progress the scheme to full business case plus finalised costs (decision point 5), with a further £1.42 million approved to fund land purchase costs expended at risk by Leeds City Council, taking total approval to £2.261 million.
- (iv) The Combined Authority enters into a variation of the existing Funding Agreement with Leeds City Council for Leeds Public Transport Investment Programme schemes, for expenditure of up to £2.261million from the Leeds Public Transport Investment Programme fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Castleford Growth Corridor
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.24 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.25 The Castleford Growth Corridor area extends from the town centre along the banks of the River Aire to the Fryston village in the east, and contains extensive areas of vacant industrial and brownfield land, as well as being bisected by the railway line.
- 4.26 This scheme will deliver highway improvements along the corridor including carriageway widening at Aire Street to provide an additional west bound lane, improvements to the Lock Lane and Savile Road roundabouts, signal-controlled junction improvement, and improved crossing facilities for pedestrians.
- 4.27 There will also be provision of a new cycle way and footpaths to provide a continuous route for pedestrians and cyclists along the full length of the corridor, as well as public realm improvements on Savile Road, by opening up views and public access to the River Aire - an opportunity presented due to the land acquisition required for the footway/cycleway improvements.
- 4.28 The area has been designated as a Housing Zone by the government. This scheme will facilitate delivery of 934 homes by reducing transport constraints. It is also anticipated to improve journey time reliability for all modes by reducing journey times on specified routes, improve connectivity to / from the growth corridor area, and encourage active mode travel through enhanced cycling and walking provision.

- 4.29 The scheme supports the priority area 4 Infrastructure for Growth of the Leeds City Region Strategic Economic Plan.
- 4.30 The scheme has come forward at outline business case with a total scheme cost forecast of £7.079 million, with the Combined Authority to contribute £6.858 million from the West Yorkshire plus Transport Fund (WY+TF).
- 4.31 A summary of the scheme's business case and location map is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 4.32 The scheme outputs and benefits are:
- To facilitate the delivery of 934 new homes in Castleford by 2031, by reducing transport constraints to development.
 - To improve journey time reliability for all modes by reducing journey times on specified routes by 5% by 2025 through reducing transport constraints.
 - To improve connectivity to, from, and within the Castleford Growth Corridor area, promoting access to inclusive growth for all and access to green infrastructure.
 - Enhance provision for active modes by providing 2,911m of new and enhanced cycleway/footpath and 6 pedestrian crossing facilities, by opening year.
 - To improve road safety by reducing the number of accidents by 10% by 2025.
 - To improve the urban environment by providing 1,200 sqm of additional public open space.

Risks

- 4.33 The scheme risks are:
- Requirement to acquire land from unknown/unwilling owners, or at an unrealistic asking price, leading to the requirement for land to be acquired via compulsory purchase orders, resulting in potential overspend costs and delays to the programme. To be mitigated by early engagement and the prioritisation of construction of other scheme elements to remain within delivery timescales.
 - Scope and cost of utility service diversions not fully known at this stage, and could result in time delays and costs to programme. To be mitigated by including allowance in feasibility budget for surveys and ensuring adequately detailed costs at next stage.

Costs

- 4.34 The total forecast scheme cost at outline business case is £7.079 million.
- 4.35 The Combined Authority is to fund £6.858 million through the West Yorkshire plus Transport Fund, with a £221,000 contribution from Homes England.
- 4.36 At outline business case, the promoter seeks development cost approval of £1.639 million, of which £660,000 is to fund business case development costs to decision point 5 (full business case with finalised costs), and £979,000 to cover forecast land acquisition costs. This takes the total development cost approval to £1.839 million.
- 4.37 The Combined Authority to enter in to an addendum to the existing funding agreement with Wakefield council, for expenditure up to £1.839 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2021

Other Key Timescales

- The forecast construction commence date is April 2021.
- The forecast construction completion date is March 2022.

Assurance Tolerances

Assurance tolerances
That the total scheme costs remain within 10% of costs set out in this report. That delivery timescales remain within 6 months of that set out in this report.

Project responsibilities

Senior Responsible Officer	Neil Rodgers, Wakefield Council
Project Manager	Paul Stevenson, Wakefield Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.38 The strategic drivers for investment through the transport fund are well presented, with the planned highway improvements and active mode provision supporting the West Yorkshire transport strategies and policies, as well as the Leeds City Region Strategic Economic Plan. The business case also demonstrates support to local initiatives in Castleford, such as the Housing Zone and regeneration of the town centre through public realm provision, enhancing the urban environment.
- 4.39 The scheme cost forecast has been suitably detailed through the financial case, whilst appraisal of the management case demonstrates scheme deliverability, with appropriate governance to facilitate business case development and scheme implementation in place. Land purchase does however pose a risk to scheme costs (as subject to agreed sale price) and the delivery programme (risk of compulsory purchase order route), with the promoter indicating mitigation measures are in place.
- 4.40 The value for money assessment at outline business case reflects a benefit cost ratio of 2.3:1, placing the scheme in the high value for money category when judged against the Department for Transport's value for money criteria. The economic case has been adequately developed to support the value for money position, with some areas of refinement to be worked up by the promoter as part of full business case development.

Recommendations

- 4.41 The Investment Committee recommends to the Combined Authority:
- (i) The Castleford Growth Corridor scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the Combined Authority's contribution of £6.858 million to be funded from 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 (FBC with finalised costs). The total project value is £7.079 million.
 - (iii) Development costs of £1.639 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), of which £660,000 is to fund the business case development costs, with

£979,000 to fund forecast land acquisition costs. This takes the total approval to £1.839 million.

- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure of up to £1.839 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	City Connect: (Cooper Bridge) Bradley to Brighouse
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.42 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.43 The City Connect Bradley to Brighouse scheme is to be delivered through the City Connect Phase 3 programme, which seeks to build on the cycling network delivered through the Department for Transport's Cycle City Ambition Grant (CCAG) across West Yorkshire in phases 1 and 2 - to make cycling the natural choice and accessible to everyone.
- 4.44 The Combined Authority on the 28 June 2018 granted indicative approval of the £14.824 million phase 3 programme cost, with the West Yorkshire plus Transport Fund (WY+TF) to contribute £12.053 million, and £2.371 million from CCAG.
- 4.45 This scheme will deliver a 6.5km cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but provide strategic links to the highway network, and complete a long standing 'missing link' in the strategic cycle network in the region and to the National Cycle Network.
- 4.46 Scheme delivery will support reducing traffic congestion along the A62/A644 by providing a safe, alternative active travel route for commuters, leisure walkers, and cyclists, encouraging mode shift from car to active travel for a range of journey purposes.

- 4.47 The promoter does flag the scheme scope and subsequently cost has increased from the submission at expression of interest stage (decision point 2) which proposed a 2km towpath upgrade only. This was a result of programme constraints such as budget, time, and limited resource, all issues now mitigated through a revised funding mechanism and delivery timeframe. The programme board felt that this scheme should proceed as it is beneficial to the area and confirmed that no scheme has been adversely affected by the increase in budget.
- 4.48 The scheme primarily supports priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan (SEP), and is aligned to supporting the SEP principle of "the establishment of cycling as a major mode of travel".
- 4.49 The scheme has now come forward at outline business case with a total forecast of £2.328 million, of which £1.862 million is sought from the West Yorkshire plus Transport Fund, with a £465,000 contribution from Highways England.
- 4.50 A summary of the scheme's business case and location map is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 4.51 The scheme outputs and benefits are:
- A 6.5km north-south cycle link between Bradley and Brighouse.
 - Improved journey time and journey quality for cyclists by creating a more direct and traffic free route.
 - Improved safety for cyclists and pedestrians through creation of a high quality off highway route.
 - Completion of missing cycle link to existing Sustrans National Cycle Network Route 66, expanding connectivity to cycle routes.
 - The value for money assessment reflects a benefit cost ratio of 1.8:1, placing the scheme as medium value for money category according to the Department for Transport's categories.
 - The scheme supports inclusive growth principle of a better quality of life, with uptake of active mode travel to reduce traffic congestion and improve air quality and health, as well as enhancing connectivity to communities and jobs via a sustainable mode of travel.

Risks

- 4.52 The scheme risks are:
- Environmental – primarily concerning uncharted statutory utilities and contaminated land which could delay programme and increase costs. Much of the route will be minimal depth, reducing the likelihood of disturbing the statutory utilities.

- Social/ political – local concerns from ward members and risk of reputational damage. Mitigated through pre-scheme engagement with local community stakeholders, ward members, and local cycling advocates through Kirklees Public Health to ensure positive public support. Dialogue through effective communication to be maintained.

Costs

- 4.53 The total forecast scheme cost at outline business case (decision point 3) is £2.328 million.
- 4.54 The Combined Authority is to fund £1.862 million from the West Yorkshire plus Transport Fund, with a £465,000 contribution from Highways England. The promoter has demonstrated the scheme is affordable within the City Connect Phase 3 programme budget.
- 4.55 The scheme seeks approval of £350,000 to fund business case development costs to full business case with finalised costs (decision point 5).
- 4.56 The Combined Authority to enter in to funding agreement with Kirklees Council for expenditure up to £350,000, to be funded from the West Yorkshire plus Transport Fund.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/06/2020

Other Key Timescales

- The forecast construction commence date is July 2020.
- The forecast construction completion date is March 2021.

Assurance Tolerances

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

Project responsibilities

Senior Responsible Officer	Keith Bloomfield, Kirklees Council
Project Manager	Miguel D'Souza, Kirklees Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.57 The strategic drivers for scheme delivery are well established, with the scheme demonstrating alignment to the overarching City Connect programme objectives and ambitions, as well as support to the delivery of local and regional transport strategies and policies across West Yorkshire.
- 4.58 The commercial and management cases are suitably developed, with appropriate consideration given to scheme deliverability, covering procurement as well as the existing governance and project delivery mechanisms in place to facilitate development and delivery of City Connect phase 3 schemes.
- 4.59 The financial case satisfactorily covers scheme costs as well as demonstrating affordability within the City Connect phase 3 programme, especially significant given the increase to scope and costs since the initial expression of interest.
- 4.60 The value for money assessment reflects benefit cost ratio of 1.88:1, judging the scheme as medium value for money. The economic case has been appropriately developed, with areas of refinement to be worked up as part of full business case.

Recommendations

- 4.61 The Investment Committee using the delegated authority from the Combined Authority, approves that:
- (i) The City Connect Bradley to Brighouse project proceeds through decision point 3 (outline business case) and work commences on activity 4 (Full Business Case)
 - (ii) An indicative approval to the total scheme cost of £2.328 million is given, of which the Combined Authority to fund £1.862 million from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (Full Business Case with finalised costs).

- (iii) Development costs of £350,000 are approved in order to progress the scheme to decision point 5 (Full Business Case with finalised costs).
- (iv) The Combined Authority enters in to a Funding Agreement with Kirklees Council for expenditure of up to £350,000 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	South Kirkby Enterprise Zone
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 4.62 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the Leeds City Region. The Growth Deal enables the delivery of the priorities set out in the Strategic Economic Plan (SEP) including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport infrastructure (through the West Yorkshire plus Transport Fund)
- 4.63 Enterprise Zones form part of the Government’s wider Industrial Strategy, aimed at supporting businesses and enabling local economic growth by establishing themselves as a driving force of local economies, unlocking key development sites, consolidating infrastructure, attracting businesses and creating jobs.
- 4.64 The Leeds City Region Enterprise Zones have been established following a competitive application process to the Ministry of Housing, Communities and Local Government (MHCLG). The Sough Kirkby Enterprise Zone forms part of the Leeds City Region Enterprise Zone (EZ) Programme, which is a package of EZ’s to be delivered in two phases across 10 sites in West Yorkshire.
- 4.65 The programme will help to deliver additional employment across the Spatial Priority Areas of the SEP and will facilitate the ‘acceleration of development and delivery of high quality employment space in the advanced and innovative manufacturing and complimentary sectors’ in alignment with partner council’s Local Plans. The programme has the following target outputs and benefits:
- 230 hectares of new employment land
 - 750,000m² (8.073 million ft²) new employment floorspace

- 15,000 new jobs
 - Up to £5 billion additional Gross Value Added (GVA) by 2025
- 4.66 Once built out. Each Enterprise Zone will generate business rates income for the Leeds City Region Enterprise Partnership, which it can reinvest into the delivery of its strategic objectives. This income accrues until 2037 for the Phase 1 EZ (Leeds) and until 2042 for phase 2 sites (including South Kirkby). The Combined Authority is the accountable body for the EZ Programme.
- 4.67 The principal aim of the EZ Programme is to achieve accelerated delivery of employment sites and high quality employment floorspace, and where a private sector development partner is willing and able to take the scheme forward this should be maximised (subject to thorough legal and financial due diligence and progression through the Combined Authority's assurance process).
- 4.68 The South Kirkby EZ scheme involves a 2.64 hectare extension to the existing South Kirkby Business Park, located adjacent to the M1 and A1 in Wakefield, to develop four new industrial/warehouse units providing up to 6,085 m² (65,500ft²) of employment floorspace. Once developed the scheme has the potential to generate 115 new jobs and over £7 million GVA to the local economy per annum.
- 4.69 The site is owned by a private sector developer (the scheme promoter) who is seeking to bring forward the development. A market viability assessment demonstrates high levels of demand from potential occupiers and end users for the completed units, however the cost of developing the proposed units exceeds the market value of these units when they are completed.
- 4.70 On this basis of this assessment the developer is unable to secure 100% of scheme funding from wholly commercial sources (i.e. debt funding) and there is a viability gap. The developer is therefore seeking to bridge this gap with funding from the Combined Authority.
- 4.71 At its meeting on 26 March 2019 the LEP Board endorsed a set of principles concerning the provision of public sector funding to private sector scheme promoters to bring forward schemes in the EZ Programme. These are summarised below:
- Whilst the overall aim is to ensure that the EZs will be developed, this will be done on the basis that the approach maximises value for money and benefits realised, identifying the minimum funding needed to take the proposition forward.
 - Schemes will be funded on a loans first principle. Where a scheme can support a loan then this would be the primary route for funding. Some projects may warrant a blend of both grant and loan intervention.
 - The nature of market failure and independent cost and viability assessments, including a red book valuation, will determine whether a

project should be able to proceed on the basis of a loan. If grant is required then the assessment will inform the maximum of grant that could be awarded.

- A thorough due diligence process will be undertaken in the assessment of grant requests, including but not limited to: evaluation of delivery options; financial due diligence and Know Your Customer checks; evidence of compliance with State Aid rules and other statutory approvals; evidence of a tendering exercise having been undertaken.
- All grant funding agreements will be subject to an overage clause that will trigger repayment depending on the returns/values generated. Adequate security arrangements to protect the LEP's investment will be put in place.
- All interventions would be required to consider how best they can commit to the inclusive growth conditions applicable to other LEP grants.
- Grant payments to be made against evidenced defrayed expenditure

4.72 These principles will be applied to the appraisal of this scheme and the Combined Authority's funding. The Combined Authority has introduced a comprehensive due diligence process which requires private sector scheme promoters to implement a transparent 'open book' accounting approach to ensure value for money is achieved.

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

Outputs, benefits and inclusive growth implications

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

- 2.64 hectares of new employment land
- 6,085 m² (65,500ft²) of industrial/warehousing units.
- 115 net new jobs
- £7 million additional GVA per annum

4.75 The scheme promoter will be required to make Inclusive Growth commitments as part of any subsequent funding agreement (i.e. employee skills plans, green travel plans, use of local suppliers etc.). Additionally the scheme will ensure sustainable economic growth through making more efficient use of employment land and managing traffic access into the site.

Risks

4.76 The key risks to the delivery of the scheme and associated mitigating measures are:

- Higher construction costs due to unexpected ground conditions/services diversions etc – the scheme promoter will undertake intrusive site investigations and will retain liability for all cost overruns
- Electricity supply insufficient to secure occupiers with high energy demands (i.e. manufacturing) – the scheme includes the delivery of a new electricity substation and ongoing dialogue it taking place with Northern Powergrid to assess options to increase capacity on the site
- Sales/lettings targets are not achieved (market risk) – the scheme promoter has undertaken market assessments and identified potential occupiers and this will underpin the proposed marketing strategy. This will be supported by the work of Combined Authority’s Trade & Investment team to identify and target potential occupiers seeking to expand their operations in to the City Region.

Costs

- 4.77 The scheme promoter has secured the majority of funding for the scheme from the private sector and Combined Authority is being asked to provide funding of up to £2.826 million address the viability gap. This is provisionally allocated to the costs of site infrastructure works including internal site roads, drainage and new electricity substation.
- 4.78 The EZ Programme secured indicative approval from the Combined Authority in June 2018 of £45.044 million from the Local Growth Fund and grants from MHCLG. There is sufficient remaining budget within the programme to support this scheme. Additionally, the Combined Authority will benefit from the retention of business rates for the new units when they are occupied.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019

Other Key Timescales

- Planning consent secured – November 2019
- Site infrastructure works completed – March 2020
- Units completed – September 2020
- Scheme completion (all units let/sold) – September 2021

Assurance Tolerances

Assurance tolerances
Any increase in the Combined Authority costs will require further approval from the Investment Committee
Timescales for scheme completion remain within 3 months of the timescales set out in this report
Measureable outputs and benefits remain within 20% of the forecast set out in this report

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Jacque Boulton, Combined Authority
Combined Authority case officer	Ian McNichol

Appraisal summary

- 4.79 The scheme has a strong strategic case as part of the LCR EZ Programme and demonstrates a clear rationale for public sector funding to address unmet demand and stimulate the take-up of new high quality employment floorspace in the area. The scheme promoter is an experienced developer with a track record of delivering similar schemes in the City Region.
- 4.80 The economic case for the scheme is based on the potential to generate direct outputs (serviced employment land and new employment floorspace) and indirect benefits (jobs and GVA) with the latter subject to the take-up of floorspace by occupiers/end users. At the next stage of the assurance pathway the scheme promoter will need to consider the impact on land values to establish an initial scheme benefit cost ratio with the indirect jobs and GVA to supplement this figure and demonstrate value for money (VfM)
- 4.81 The financial and management cases will require further refinement at the next stage of the assurance pathway, confirming the contract structure and tendered costs and providing a detailed risk register and programme plan, together with the associated due diligence requirements set out previously, including provisions for overage any charge the Combined Authority may wish to take over the assets developed with public sector funding.

Recommendations

- 4.82 The Investment Committee recommends to the Combined Authority that:
- (i) The South Kirkby Enterprise Zone scheme proceeds through decision point 3 and work commences on activity 5 (FBC with finalised costs).
 - (ii) An indicative approval to the Combined Authority's contribution of up to a maximum of £2.826 million which will be funded through the Local Growth Fund is given with full approval to spend being granted once the

scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).

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

Project Title	Steeton and Silsden Rail Car Park
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 4.83 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.84 A strategic package of car park extensions at West Yorkshire rail stations has been identified to increase capacity and enhance rail connectivity to, from and within West Yorkshire, supporting sustainable travel and employment growth in main urban centres.
- 4.85 Situated north east of Bradford, the Steeton & Silsden rail station provides services to the employment and retail centres of Leeds, Bradford, Keighley, Halifax and Skipton. With journeys times only 30 minutes to Leeds and Bradford the station is very popular with commuters.
- 4.86 Capacity audits which have been undertaken record a 98% occupancy of the car park by 9 am most term time weekdays, with an element of latent demand witnessed too (station users parking on the access road and in the village of Steeton). The scheme will deliver installation of 2 decks to give 3 levels (ground level 1, level 2), increasing parking capacity by 104 spaces, taking the total parking offer at the station to 247.
- 4.87 A lift, increased blue badge bay provision, CCTV provision, LED lighting, enhanced draining infrastructure, and electrical ducting to future proof 2 electric vehicle charging bays will also be delivered.
- 4.88 Scheme delivery will encourage existing and new users to choose the train as a sustainable mode of transport for onward journeys, with the increase in

parking offer improving the access and connectivity to employment and communities, supporting the reduction in congestion levels and improving air quality.

- 4.89 The scheme supports priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan and is supported by the City of Bradford Metropolitan and District Council and the local ward members.
- 4.90 The scheme has come forward at full business with finalised costs (decision point 5) seeking approval of total scheme costs of £3.879 million from the West Yorkshire plus Transport Fund, of which £110,000 has already been secured and expended to support business case development. The promoter has provided clarification the scheme is affordable within the rail car park programme.
- 4.91 Regarding scheme implementation, the promoter also seeks approval for the Combined Authority to enter in to Section 56 agreement with Arriva Rail North to deliver the scheme and a lease for them to use part of the adjacent car park owned by the Combined Authority as a temporary compound, given there are no suitable alternatives.
- 4.92 A summary of the scheme's business case and location map is included in **Appendix 7**.

Outputs, benefits and inclusive growth implications

- 4.93 Scheme outputs and benefits are:
- Provision of 104 additional free car parking spaces, taking the total parking offer to 247 spaces.
 - Removal of up to 104 cars off the roads for part of the commute, reducing congestion and supporting air quality.
 - The increased provision of blue badge bays to 9 bays.
 - Reduction in overall journey times through better access to the rail network as a result of more secure parking.
 - Increased new rail user patronage at Steeton and Silsden Rail Station by September 2021.
 - Increased employment accessibility.
 - The scheme will support inclusive growth by improving the access and connectivity to employment and communities via public transport, as well support better air quality with commuters choosing the train for onward journeys rather than car.
 - The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money as per the Department for Transport's criteria.

Risks

4.94 Scheme risks are:

- **Piled Foundations:** The final detailed design for the piled foundations relies on the results of final ground investigations and could exceed estimated costs. The contractor has employed specialists in piling, sheet piling and ground drilling, and in addition, the contract between Arriva Rail North and the contractor is a fixed price contract, thereby the risk has been passed onto and accepted by the contractor.
- **Change in Franchise:** Arriva Rail North is part of the Arriva group which has been put up for sale by the owner, Deutsche Bahn. Whilst this creates uncertainty and a level of risk, historically, changes in rail franchise have been accompanied with an automatic novation of all contracts via the Section 56 Agreement which is the contract between Arriva Rail North and the Combined Authority.
- **Contractor Insolvency:** The contractor has been assessed by Northern as part of their appointment to the Arriva Rail North framework. The process includes financial checks. The contract offer also includes a bond, covering 10% of the contract value in favour of Arriva Rail North should the contractor default.

Costs

4.95 The total scheme cost based on tendered costs at full business case with finalised costs (decision point 5) is £3.879 million.

4.96 The Combined Authority is to fund £3.879 million through the West Yorkshire plus Transport Fund (WY+TF). The scheme is affordable within the £30.5 million WY+TF secured by the rail car park programme.

4.97 The Combined Authority to enter in to a Section 56 rail grant with Arriva Rail North for £3.759 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019

Other Key Timescales

- The forecast construction commence date is November 2019.
- The forecast construction completion date is October 2020.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of those set out in this report.
That programme timescales remain within 6 months of those set out in this report

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, West Yorkshire Combined Authority
Project Manager	Sara Brook, West Yorkshire Combined Authority
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.98 The promoter at full business case with finalised costs (decision point 5) has established the strategic drivers for investment, the contractor procurement tender process and tendered costs, and confirms scheme implementation will be managed through the existing rail car park programme governance and project delivery mechanisms.
- 4.99 Given the scheme is to be delivered as part of the rail car park programme funded by the West Yorkshire plus Transport Fund, narrative has been adequately provided to demonstrate scheme affordability.
- 4.100 The value for money assessment reflects a benefit cost ratio of 1.8:1, judging the scheme as medium value for money. The methodology to forecasting demand and the calculation of scheme benefits and costs has been appropriately developed.

Recommendations

- 4.101 The Investment Committee recommends to the Combined Authority that:
- (i) The Steeton & Silsden Rail Car Park project proceeds through full business case with finalised costs (decision point 5) and work commences on activity 6 (Delivery).
 - (ii) Approval to the total project value of £3.879 million is given from the West Yorkshire plus Transport Fund.
 - (iii) The Combined Authority enters into a Section 56 Rail Funding Agreement with Arriva Rail North for expenditure of up to £3.759 million from the West Yorkshire plus Transport Fund.
 - (iv) The Combined Authority enters in to a lease for Northern to use part of the Combined Authority owned car park as a temporary compound.

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

Project Title	A61 (South) Corridor
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.102 The A61 (South) Corridor scheme forms part of the Leeds Public Transport Improvement Programme (LPTIP), a £173.5 million programme using devolved Department for Transport (DfT) funding supplemented by contributions from Leeds City Council and the Combined Authority. The LPTIP programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and reduce overall transport emissions.
- 4.103 The A61 (South) Corridor scheme forms one of five prioritised corridors and consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.
- 4.104 The scheme will deliver benefits to bus users and those walking and cycling in the corridor, significantly improving bus journey times and reliability (especially in the peak hours) and encouraging modal shift. The scheme will also help to improve air quality and health outcomes in the surrounding areas, supported by the further adoption of low emission buses (EURO V1 standard or better) ultra-low emission (electric) buses operating from the Stourton Park & Ride site.
- 4.105 The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services, reducing carbon emissions and supporting further economic growth in the Aire Valley and Southbank areas of Leeds.
- 4.106 The scheme received outline business case (decision point 3) approval from the Combined Authority on 20 December 2018 with an indicative approval to a

total project value of £14.5 million with full approval being granted at full business case with finalised costs (decision point 5) through a delegation to the Combined Authority's Managing Director subject to approved scheme cost and programme tolerances. The total value of the scheme has increased to £18.247 million which exceeds the 10% tolerance set at decision point 3 and therefore requires further approval from the Combined Authority's Investment Committee.

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

Outputs, benefits and inclusive growth implications

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

- A 25% increase in bus patronage along the A61 (South) corridor within 3 years of opening
- A 15% reduction in journey times for limited stop services along the corridor within 3 years of opening
- A 70% increase in the % share of non-car modes (public transport, cycling and walking) within 3 years of opening, taking up to 263,000 car kilometres of the network into Leeds City Centre each year.
- Within 3 years of opening all the bus services operating on this route will use low (EUROV1) or ultra low (electric) emission buses, leading to further potential improvements in air quality and health outcomes along the corridor.
- Improvements in bus journey reliability and the quality of the bus passenger experience, together with improved access to jobs, training and services in the corridor catchment area
- A reduction in the number and severity of accidents along the corridor as a result of changes to the highways layout and prioritisation measures, including additional space for cycling and walking

4.109 The forecast benefit cost ratio (BCR) for the scheme is 2.1:1 which represents 'high' value for money.

Risks

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

- Unforeseen services discovered during construction lead to an increase in scheme costs and programme delay – mitigated by further detailed surveys and regular liaison with statutory services undertakers
- Potential objections from stakeholders and local interest groups with concerns over environmental or habitat impacts – mitigated by early engagement with local stakeholders and further refinements to scheme

design to reduce land take and limit the impact on exists trees and habitats

- Third party land requirements lead to an increase in scheme costs and programme delay – mitigated by refinements to scheme design to limit land take and positive engagement with affected landowners (Canal & River Trust and Low Road Primary school)

4.111 The total cost of the scheme is £18.247 million. The Combined Authority will fund £18.037 million from the devolved DfT Leeds Public Transport Investment Programme. The remaining costs (£210,000) will be funded by Leeds City Council.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	13/02/2020

Other Key Timescales

- Scheme construction begins (at risk prior to Combined Authority funding approval) – September 2019
- Construction complete – February 2021

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs will require further approval from the Investment Committee Timescale for scheme completion to remain within 3 months of the timescales set out in this report

Project responsibilities

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

Appraisal summary

- 4.112 The scheme has a strong strategic case. It is a priority scheme in the Leeds Public Transport Investment Programme Bus Infrastructure Package and its objective are well aligned with SEP Priority 4 (Infrastructure for Growth and other key local transport and economic growth strategies. Similarly, the case for change is strong based on evidence of the performance of other similar schemes including the A65 Quality Bus Corridor (QBC) in Leeds and the potential to enhance the benefits of the proposed Stourton Park & Ride facility which will operate along the A61 (South) corridor into Leeds City Centre
- 4.113 The scheme has the potential to generate a BCR of 2.1:1 which demonstrates high VfM when assessed against the DfT's criteria The BCR has increased from 1.5:1 at outline business case (decision point 3) following further refinements to scheme design, including additional cycling and walking provisions as well as reduced land take to limit the impact on existing trees.
- 4.114 The total cost of the scheme has risen by circa 30% since outline business case decision (point 3) as a result of:
- An increase in the costs for general plant and traffic management linked to an increase in the construction programme and a more detailed traffic management plan
 - An increase in the estimated cost of earthworks due to changes in scheme scope to reduce/mitigate land take
 - The addition of cycle 'hubs' and more comprehensive bus shelter renewal
 - The additional costs of the contractor insolvency bond
 - An increase in the risk contingency to account for residual unknown statutory services costs
- 4.115 Any further increase in Combined Authority costs for the scheme will require further approval from the Investment Committee

The scheme is part of the established governance, programme and project management arrangements for the LPTIP programme. Contractors have been appointed and there is a clearly defined delivery plan in place. The approach to risk and mitigation is appropriate to the scale and complexity of the scheme and the overall delivery programme appears reasonable. Recommendations

- 4.116 The Investment Committee recommends to the Combined Authority that:
- (i) The A61 (South) Corridor scheme proceeds through decision point 4 (Full business case) and work commences on full business case with finalised costs (decision point 5).
 - (ii) An indicative approval to the Combined Authority's contribution of £18.037 million, funded through Leeds Public Transport Investment Programme is given with full approval to spend being granted once the

scheme has progressed through the assurance process to full business case with finalised costs (decision point 5). The total scheme cost is £18.247 million.

- (iii) Future approvals are made in accordance with the assurance pathway and approval route in this report including at full business case with finalised costs (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 assurance tolerances outlined in this report.

Project Title	East Leeds Orbital Route
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 4.117 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.118 The East Leeds Orbital Route (ELOR) scheme is a significant project that has been developed as a series of transport improvements across four packages:
- Phase 1: Outer Ring Road (ORR) Junction Improvements - operational improvements to existing junctions on the ORR, running along the A6120/A61, to contribute to improving the overall management of strategic traffic. This phase is already under construction and practical completion is expected for November 2019.
 - Phase 2: East Leeds Orbital Road - a new 7km dual carriageway that will stretch from the ORR at Red Hall round the east side of Leeds to Thorpe Park, joining up with the Manston Lane Link Road. This will be a 50mph route complete with enhanced landscaping together with pedestrian and cycle infrastructure. Construction is to commence December 2019.
 - Phase 3: A6120 Enhancements - the forecast reduction in traffic levels through delivery of phases 1 and 2 will provide opportunity to enhance public realm and improve the cycling and walking environment along the A6120 between Red Hall and the M1. This phase is forecast to commence in July 2021.
 - Phase 4: Manston Lane Link Road - the initial build out of the link road completed in May 2019, this was delivered by the Thorpe Park developer

independently. Phase 4 will involve connecting the Manston Lane Link Road to the ELOR scheme.

- 4.119 The series of transport improvement measures across the four packages that make up the ELOR scheme have been developed to address several drivers for change such as forecast population growth, deprivation and East Leeds regeneration, poor public realm, and the existing transport issues of congestion and limited active travel provision.
- 4.120 A key outcome of the scheme will be bringing forward the major East Leeds Extension housing development, unlocking delivery of up to 5000 new homes, and providing connectivity to employment opportunities to the Thorpe Park business park.
- 4.121 The scheme principally supports delivery of priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan (SEP) but will also contribute to the delivery of the other SEP headline indicators of growing business, skilled people / better jobs, and clean energy and environmental resilience.
- 4.122 The overarching scheme will expand the transport network in East Leeds giving easier access to housing developments and supporting employment growth. The ELOR package has been designed to minimise environmental impact. It will deliver several environmental benefits to support environmental resilience and accounting for the recently declared climate emergency in Leeds. The scheme design will enhance the general environment for non-motorised users, reducing impact of the scheme. This will be achieved through high quality landscaping, planting, the provision of sustainable drainage systems, significant non-motorised user provision, as well as low energy lighting and low maintenance infrastructure.
- 4.123 The scheme has now come forward at full business case with finalised costs (decision point 5) with a total forecast scheme cost of £147.49 million, which reflects a £20.87 million increase to outline business case estimates. The promoter details the original scheme costs were generated in 2015 and updated in 2017 prior to the planning application submission, and in the very early stages of the land acquisition process. Since 2017, substantial effort has been put in to successfully achieve planning approval, progress through the Compulsory Purchase Order, and develop the main scheme design whilst satisfying stakeholder requirements.
- 4.124 A net result of the total scheme cost increase is the additional £7.35 million now sought from the Combined Authority through West Yorkshire plus Transport Fund, increasing the WY+TF ask to £90.33 million which is affordable within the programme.
- 4.125 A summary of the scheme's business case and location map is included in **Appendix 9**.

Outputs, benefits and inclusive growth implications

4.126 The scheme outputs and benefits are:

- Delivery of highway infrastructure to release development land for the build out of the East Leeds Extension housing development, which has ambition to deliver up to 5000 new homes.
- To improve the connectivity of East Leeds and provide access to the key East Leeds employment areas through additional highway capacity and active travel (non-motorised) infrastructure, enabling improved journey times and a reduction in traffic flow.
- Contribute to the overall management of traffic in order to reduce congestion on the A6120.
- The scheme supports inclusive growth of a better quality of life for East Leeds residents and visitors through improvements to traffic flow which leads to better air quality and other environmental parameters along existing transport corridors, as well as better connectivity to employment, housing and communities.
- The value for money assessment reflects an initial benefit cost ratio (BCR) of 1.9:1, judging the scheme as medium value for money. It is established the adjusted BCR improves to 5:1 (very high value for money) when accounting for wider scheme benefits and monetised impacts.

Risks

4.127 The scheme risks across the four phases of the ELOR scheme are:

- Scope change following political or public involvement, or during construction to accommodate public or business interests, risking delay to the programme and increase to scheme costs. To be mitigated through early and continuous engagement with businesses and residents in the design and development of areas of key interest or sensitivity.
- Unforeseen archaeological finds impacting scheme design and implementation. To be mitigated through baseline surveys and relevant assessments, and consultation with Historic England and West Yorkshire Archaeology Service during prelim data collection stage.

Costs

4.128 The scheme has come forward at full business case with finalised costs (decision point 5) with a total forecast scheme cost of £147.49 million.

4.129 The Combined Authority through the West Yorkshire plus Transport Fund is to contribute £90.33 million, of which:

- £11.81 million approved by the Combined Authority up to Gateway 1 (decision point 2) in June 2015, to fund design and preparation costs for

phase 1 (ORR), the outline business case costs for the ELOR project, plus land acquisition costs.

- An additional £14.047 million approved by members at the Combined Authority Board of December 2017, to fund delivery of phase 1 (ORR) – Junction Improvements, expected to complete in November 2019 within the tendered cost budget.
- Taking the total approval to date to £25.857 million.

4.130 The promoter is to contribute £57.16 million through prudential borrowing, with this financial contribution to be recovered over time from third party house builders in the East Leeds Extension land via planning obligations, to be included in S106 developer agreements related to planning approvals that will come forward for the residential development that ELOR will unlock.

4.131 The Combined Authority to enter in to an addendum to the existing funding agreement with Leeds city council, for additional expenditure of £64.473 million from the West Yorkshire plus Transport Fund, taking the total approval to £90.33 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/05/2022

Other Key Timescales

- Phase 1 construction to complete in November 2019.
- Phase 2 construction to commence in December 2019.
- Phase 2 construction forecast to complete September 2021.
- Phase 3 construction to commence July 2021.
- Phase 3 construction to complete May 2022.

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out in this report.
That the delivery phase remains within 6 months of timescales set out.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Rob O'Brien, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.132 The strategic drivers for the overarching ELOR scheme are well established, with the proposed series of improvements in East Leeds demonstrating support to the delivery of local and regional transport fund strategies and policies, as well as the socio-economic factors to support the City Region Strategic Economic Plan, including facilitating housing and employment growth.
- 4.133 The commercial case suitably details the procurement for delivery of phase 1 and the development (detailed design) of phases 2 and 3, with the management case demonstrating deliverability of the programme, detailing the governance and project delivery partners in place.
- 4.134 The scheme cost has increased from initial estimates, with adequate rationale provided to justify the increase. It has been noted that detailed design and development of target costs for phase 2 is nearing completion whilst for phase 3 and 4, they will be concluded as part of scheme implementation, therefore the risk of costs exceeding estimates will remain until all phases have an agreed target cost developed. The risk of increase in costs to the Combined Authority is minimal however, given any increase is to be under-written by the promoter.
- 4.135 The value for money assessment reflects a medium value for money scheme as part of the Department for Transport's assessment, and judged as a very high value for money when accounting for wider monetised impacts and benefits. The economic case has been suitably developed with modelling and appraisal reflecting reasonable calculation of scheme benefits and assumptions.

Recommendations

- 4.136 The Investment Committee recommends to the Combined Authority that:
- (i) The East Leeds Orbital Route project proceeds through decision point 5 and work commences on activity 6 (delivery)
 - (ii) Approval to the Combined Authority's contribution of £90.33 million to be funded through the West Yorkshire plus Transport Fund, is given. The total project value is £147.49 million.
 - (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for additional expenditure of £64.473 million, taking the total approval to £90.33 million.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6

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

Project Title	Headrow City Centre Gateway
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.137 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.138 The Headrow Gateway scheme forms part of the City Centre Gateway package to be delivered through the Leeds Public Transport Investment Programme, which also includes the proposal at Infirmary Street Gateway and Corn Exchange Gateway. Although not dependent on each other for delivery, the schemes are closely linked in terms of the revised plans for the overarching highway and bus network in Leeds city centre.
- 4.139 The Headrow Gateway scheme is located to the north of the pedestrianised core of Leeds city centre. The scheme includes The Headrow, Westgate, Vicar Lane between the Headrow and North Street, New Briggate, Cookridge Street between the Headrow and Great George Street, Harrison Street, and small lengths of other intersecting streets.
- 4.140 The scheme delivers a series of bus infrastructure, public realm, pedestrian and cycling infrastructure improvements, to enhance a major Gateway to Leeds city centre, making the city centre more attractive to visitors, residents, employees and prospective investors. This will include changes to highway geometry, bus re-routing, new general traffic restrictions, footway widening, removal or relocation of on street parking (including loading bays and taxi provision), provision of new green infrastructure, and new protected cycle lanes.
- 4.141 Scheme delivery will reduce bus journey times and improve bus journey reliability, with implementation of enhanced pedestrian and cycling infrastructure to make the area safer and more inclusive, strengthening

connectivity and encouraging active travel. Public realm uplift, including new green infrastructure and traffic-free spaces, will enhance the urban environment and townscape.

- 4.142 The scheme primarily supports Priority Area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan.
- 4.143 The scheme has progressed through Investment Committee (09/01/2019) and Combined Authority (14/02/2019) has now come forward at full business case (decision point 4) at a total forecast scheme cost of £22.75 million, reflecting an increase of £2.03 million to outline business case (decision point 3) estimates. The promoter has attributed this increase to the delivery of a higher quality of public realm, synergy with the other gateway schemes, and a 10-week extension to the delivery programme to align with the Leeds District Heat Network programme, to enable works to utility services to be undertaken concurrently with the Headrow Gateway construction works.
- 4.144 The works that are already underway are advanced works being undertaken by Leeds City Council at their own risk. This work is also being phased so that it is compatible with the district heating work programme that is underway in order to keep disruption in the city centre to a minimum.
- 4.145 Through this report, the promoter seeks approval of the extended delivery programme, with practical completion now forecast for January 2021, reflecting an increase of 7 months to outline business case estimates.
- 4.146 A summary of the scheme's business case and location map is included in **Appendix 10**.

Outputs, benefits and inclusive growth implications

- 4.147 The scheme outputs and benefits are:
- Support increases in bus patronage through improved journey times and bus journey time reliability, encouraging modal shift from car to bus and reducing air pollution.
 - Increase pedestrian footfall and support increases in consumer spending through improving the experience of all street users with high quality public realm, improved environmental conditions, and improved pedestrian and cycling provision.
 - Support the Leeds Public Transport Investment Programme's Gateway ambition to make Leeds city centre more attractive to residents and employees, with better access to employment and easier recruitment and retention opportunities for employers.
 - The scheme supports inclusive growth through a series of interventions to enhance air quality and public health as a result of the forecast reduction in congestion and improved active mode offer, alongside an enhanced townscape and urban environment through the public realm improvements.

- The value for money assessment yields a benefit cost ratio of 1.2:1, which means the scheme is defined as low value for money according to the Department for Transport's value for money criteria. It is, however, clear that the scheme is closely aligned with the strategic goals of the Leeds City Region and City of Leeds and will deliver a range of wider benefits to support inward investment, employment and consumer spending. The scheme also links with the other City Centre gateway proposals and the overarching works to improve the highway and bus network within Leeds city centre.

Risks

4.148 The key scheme risks at full business case (decision point 2) stage are:

- Interface with Leeds District Heating scheme could cause delays to Headrow works above the already extended programme, leading to increase in costs. To be mitigated with close engagement with existing contractors and suppliers to develop suitable solutions.
- Planned statutory utilities diversions exceed estimates causing delay to the programme and increase to costs. To be mitigated through commissioning statutory utilities surveys, as well as Ground Penetrating Radar (GPR) surveys for the gateway area.
- Change to designs and/or costly mitigation measures if the objections from Hackney Carriage trade to the removal of their ranks are upheld. To be mitigated through close consultation with Hackney Carriage Trade, with several meetings already held and to continue until final solution is agreed.

Costs

4.149 The total forecast scheme cost at full business case (decision point 4) is £22.75 million, to be funded through the Leeds Public Transport Investment Programme

4.150 The scheme secured £1.1 million at outline business case (decision point 3) to fund business case development costs to full business case with finalised costs (decision point 5). No further development funding approval is sought as part of this report.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	11/10/2019

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

- The forecast construction start date is October 2019, although early phases of site enabling works have commenced as of August 2019 to support the delivery programme.
- The forecast construction completion date is January 2021.

Assurance Tolerances

Assurance tolerances
That any scheme cost increases remains within 5% of costs set out in this report.
That the delivery programme remains within 3 months of that set out in this report

Project responsibilities

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

Appraisal summary

- 4.151 The strategic drivers for investment are well established, demonstrating support to public transport objectives of encouraging modal shift to bus and active travel, as well as delivering wider benefits of enhancing the urban environment through public realm provision - supporting the overarching gateway ambition to make Leeds city centre attractive to visitors, residents, and employees.
- 4.152 The commercial and management cases have been suitably developed, to support scheme deliverability. It is acknowledged that the interface with the Leeds District Heat programme will need close supervision and management to manage the risk of programme delay above that presented at full business case.
- 4.153 Scheme costs are detailed in the financial case, and reflect an increase to outline business case estimates which remains within assurance tolerances. Narrative has been provided to detail the cause of the increase in costs, as well as confirmation of scheme affordability within the LPTIP programme.
- 4.154 The value for money assessment reflects a low value for money scheme when judged against the Department for Transport's criteria, but it can be concluded the scheme is closely aligned with the strategic goals of the Leeds City Region and City of Leeds and will deliver a range of wider benefits to support inward investment, employment and consumer spending

Recommendations

4.155 The Investment Committee approves that:

- (i) The Headrow City Centre Gateway project proceeds through decision point 4 (full business case) and work commences on activity 5 (Full Business Case with financial cost)
- (ii) An indicative approval of £22.75 million to be funded through the Leeds Public Transport Investment Programme 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 cost).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Stourton Park and Ride
Stage	2 (Development)
Decision Point	4 (Full business case)

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

Background

- 4.156 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.157 As part of developing the Leeds Public Transport Investment Programme (LPTIP), public and member support was identified for increasing the park & ride offer in Leeds, with forecast demand set to exceed capacity. This has led to the park & ride extension proposal at Elland Road and Temple Green, as well as a new park & ride proposal at Stourton.
- 4.158 Park & ride sites support delivery of the LPTIP and local and regional transport strategies within West Yorkshire, encouraging modal shift from car and increasing bus patronage for various journey purposes, primarily in/out of the city centre.
- 4.159 The proposed Stourton Park & Ride scheme is located on Leeds city council owned land adjacent to the M621 Junction 7 roundabout. The site will accommodate up to 1200 vehicles, and given solar panel provision, provide an all-electric operated site and serve fully electric bus services to/from Leeds city centre along the A61/A639 corridor. This will include stops at important employment and educational trip attractors, namely the Education Quarter of Leeds City College Printworks Campus, Leeds College of Art, and Leeds College of Building. This scheme will interface with the A61 (south) scheme which will improve journey times into Leeds city centre. ULEB funding has been secured to fund the costs gap for electric buses.
- 4.160 In addition to the parking provision, the site will also include electric charge points for vehicles, waiting facilities, cycle stands, cycle lockers, and mobility

scooter lockers, as well as implementation of dedicated walking and cycling facilities to provide enhanced connectivity to/from the park & ride site and to the Leeds cycle network.

- 4.161 The Stourton park & ride scheme will encourage mode shift to a more sustainable mode of travel to/from Leeds city centre for up to 1200 users per day, and support active travel with implementation of dedicated walking and cycling facilities, reducing congestion levels, increasing bus patronage, and improving air quality. Being a fully electric operated and serviced site, this will further support air quality targets, including the recently declared climate emergency in Leeds, and the forthcoming Clean Air Zone.
- 4.162 The scheme primarily supports priority area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan.
- 4.163 The scheme has now come forward at full business case (decision point 4) with a total forecast scheme cost of £36.99 million. This reflects a £6.89 million increase to outline business case estimates, resulting in a £6.77 million increase to the funding sought from the Combined Authority through the LPTIP. The increase has primarily been attributed to the underestimation of costs at outline business case, with closer engagement with delivery partners had at full business case to reflect robust cost estimates. The increase in the LPTIP ask is deemed affordable within the revised LPTIP funding and prioritisation strategy.
- 4.164 It should be noted that following approval at outline business case (decision point 3), the scheme secured £2.83 million match funding from the European Regional Development Fund (ERDF) towards the £5 million cost for solar panel provision, enabling the promoter to progress detailed design of the preferred option of a fully electric site.
- 4.165 A summary of the scheme's business case and location map is included in **Appendix 11**.

Outputs, benefits and inclusive growth implications

- 4.166 The scheme outputs and benefits are:
- Increase park & ride users in Leeds by 1,200 per day.
 - Improve bus journey travel times and connectivity by providing a high-quality service with a 13-minute journey time to/from the City Centre on opening in 2021 and be sustained thereafter.
 - Increase overall bus patronage, contributing to the LPTIP and Leeds City region ambitions.
 - Improve air quality, safety and health outcomes, by reducing total emissions and vehicle km's travelled on the network.
 - Increase accessibility to jobs, training and services, thus also supporting the SEP's economic growth housing, inclusion and regeneration plans.
 - The scheme supports inclusive growth of a better quality of life, with the park & ride site to provide connectivity to jobs, education, and

communities via a sustainable mode of travel, as well as improve health by encouraging active mode travel and improving air quality within the area.

- The value for money assessment reflects a benefit cost ratio of 1.58:1, judging the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.

Risks

4.167 The scheme risks are:

- **Design:** Further design development, for example requirements for additional retaining walls, signage, or drainage, increasing design and budget costs. To be mitigated through risk workshops, early contractor engagement, and appointment of an experienced team in delivering park & ride sites, with knowledge of recent costs and comparative benchmarks.
- **Service Costs:** May be more than current estimates if uncharted services are discovered. Additionally the presence of two Yorkshire Water sewers crossing the site may affect the design and construction sequences leading to programme and cost risks. To be mitigated through risk workshops, early contractor engagement, and appointment of an experienced team in delivering park & ride sites, with knowledge of recent costs and comparative benchmarks. Additionally the construction contract is to be managed to target costs, transferring implementation risks to the contractor.

Costs

4.168 The total forecast scheme cost at full business case is £36.99 million, reflecting an increase of £6.89 million to outline business case forecasts.

4.169 The Combined Authority is to fund £34.16 million from the Leeds Public Transport Investment Programme (LPTIP), with a £2.83 million contribution from the European Regional Development Fund (ERDF).

4.170 The scheme secured £2.935 million at outline business case (decision point 3) to support business case development costs to full business with finalised costs (decision point 5). The promoter has confirmed the outstanding balance from this approval is satisfactory to cover costs associated in the submission of the full business case with finalised costs. No further development funding approval is sought.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team	01/10/2019

	Decision: Investment Committee	
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/12/2019

Other Key Timescales

- The forecast construction start date is December 2019.
- The forecast construction completion date is May 2021.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 5% of the costs set out in this report. That the delivery programme remains within 3 months of timescales set out in this report.

Project responsibilities

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

Appraisal summary

- 4.171 The scheme at full business case reiterates the strategic drivers for investment, demonstrating the forecast demand to develop a 1200 vehicle capacity site, and in the process reflecting the success realised at the Elland Road and Temple Green park & ride sites. The scheme also establishes support to the Leeds Public Transport Investment programme and local and regional transport strategies within West Yorkshire, including the forthcoming Clean Air Zone and the climate emergency declared in Leeds, enhanced through securing ERDF funding to support delivery of a fully electric operated and serviced site.
- 4.172 The financial case does reflect a significant increase in costs, resulting in an increase to the LPTIP ask. The promoter has adequately detailed the primary causes, and additionally deemed it affordable within the LPTIP programme. It is acknowledged delivery of substantial infrastructure is required to enable solar panel provision, however it has been reflected it will enable significantly reduced operational costs and provide a fully electric site, supporting the aforementioned local and regional transport policies and strategies.
- 4.173 The value for money assessment reflects a medium value for money scheme when judged against the Department for Transport's criteria, with the modelling and appraisal to calculate scheme benefits and costs considered robust. The promoter has however committed to refining areas of the economic case to

ensure consistency in approach, though this is to not have any bearing on the medium value for money classification.

Recommendations

4.174 The Investment Committee approves:

- (i) The Leeds Public Transport Investment Programme Stourton P&R project proceeds through full business case (decision point 4) and work commences on full business case plus finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £34.16 million, to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £36.99 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 3: Delivery and Evaluation



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

Project Title	Rail Park & Ride Programme Phase 1: Mytholmroyd
Stage	3 (Delivery and Evaluation)
Decision Point	Change request (activity 6)

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

Background

4.176 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 is to enable key employment and housing development areas and will help to create in the region of 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic Plan.

4.177 This scheme forms part of the Rail Park and Ride Phase 1 Programme that was approved by the Combined Authority in February 2016, and consists of 14 sites adjacent to rail stations to be extended into car parking, for the benefits of rail users. The development of each car park will provide the following:

- Additional standard car parking spaces

- Department of Transport compliant number of blue badge car parking spaces
- Enhanced drainage infrastructure
- Provision for more sustainable travel modes including cycle stands, and future proofing for electric vehicle charging bays where appropriate

4.178 The Rail Park and Ride- Mytholmroyd scheme will deliver over 200 car parking spaces at Mytholmroyd rail station which does not currently have any parking provisions. The full business case with finalised costs for this scheme was approved by the Combined Authority's Managing Director in November 2018.

Description of Change Request

4.179 This change request asks for additional funding of £312,136 due to increased costs to the scheme. This is due to the need to develop a significant retaining wall to underpin the land to be developed.

4.180 The scheme is being delivered by Arriva Rail North. Original designs were developed based on the designer's ground investigations. The contractor queried the results of these and undertook their own investigations which resulted in the scheme needing to be re-designed as the land requires further re-enforcement than what had been originally stated. This change was supported by an independent surveyor who reviewed both designs at the request of the Programme Board.

Outputs, benefits and inclusive growth implications

4.181 The implementation of this change request will result in the following outputs, benefits and growth:

- Enhanced rail accessibility through the provision of the car park which also enhances employment accessibility.
- Improved overall journey times for passengers.
- Carbon savings through improved access to the rail network and the encouragement of modal shift.
- Reduction of on street parking benefiting the local area.
- Delivery of over 200 car parking spaces; 193 standard spaces, and 10 blue badge spaces.

Risks

4.182 The following risks have been identified:

- Potential ground contamination issues associated with historical site use and active railway site use adjacent to the site. This has been mitigated through issues being identified and accounted for.
- Himalayan Balsam is present on site and it is an offence to cause it to spread in the wild. This has been mitigated through surveys and

assessments being conducted in line with development proposals to prevent spread on to third part lands.

- The impact of the retaining wall on cottages may result in opposition to the scheme. This will be mitigated by ongoing stakeholder consultation with the local residents including a sharing of the scheme designs.

Costs

4.183 The full business case with finalised costs gained approval to total scheme cost of £3.64 million, which was approved through delegation to the Combined Authority's Managing Director in November 2018.

4.184 Due to the increased costs of the retaining wall, this change request asks for a further £312,136 which increases the overall scheme cost to £3.952 million.

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	01/10/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/01/2021
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022

Assurance Tolerances

Assurance tolerances
Combined Authority costs should remain within 5% the costs set out in this report. The timeframes should remain within 3 months of those set out in this report. The number of car parking spaces should remain within 20% of those outlined in this report.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal summary

- 4.185 Due to the increased costs, there has been a slight reduction in the benefit cost ratio (BCR) for this scheme. The full business case with finalised cost identified a BCR of 2.8:1 whereas this scheme now reflects a BCR of 2.4:1. This still represents high value for money and wider social benefits, such as reduced emissions and improved access to public transport, will be realised.
- 4.186 This scheme has an allocated 10% contingency of £326,752, however it is proposed that the scheme retains the contingency due to further delivery risks. The extra funds required for the delivery of this scheme are affordable within the overall Rail Park and Ride Programme.

Recommendations

- 4.187 That Investment Committee approves that:
- (i) The change request to the Mytholmroyd Rail Park and Ride Programme - to increase the total scheme cost from £3.64 million to £3.952 million (additional funding of £312,136) is approved.
 - (ii) The change request to the Mytholmroyd Rail Park and Ride Programme - to extend the delivery timeframe from December 2019 to December 2020 is approved.
 - (iii) The Combined Authority enters into an addendum to the existing Section 56 agreement with Arriva Rail North for additional expenditure of up to £312,136 taking the total value to £3.952 million.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

Decisions made through the delegation to the Managing Director

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

West Yorkshire Combined Authority Head Office Accommodation project

4.189 As part of the West Yorkshire Combined Authority and the Local Enterprise Partnership (LEP) Transformation Programme changes to head office accommodation are required.

4.190 The accommodation project aims to bring the organisation together and create fit for purpose facilities for staff, members, visitors and partners. In line with the approach adopted by partner councils in recent years, the accommodation project will deal with a clearly identified gap in terms of office quality and facilities, as well as a consolidation of office buildings.

4.191 A contractor has now been procured and works will commence on site on 07 October 2019.

4.192 The Managing Director approved the decision point 5 on 12th August 2019 giving full approval to spend £7.488 million. This will be funded entirely by the Combined Authority (from the approved budget for Corporate Projects). This includes the previously approved development costs of £375,000.

Castleford Rail Station Gateway

4.193 This decision related to the Castleford Rail Station Gateway Improvements scheme achieving decision point 5 (full business case with finalised costs) approval and work starting on activity 6 (Delivery).

4.194 The Castleford Rail Station Gateway scheme which will see the enhancement of the existing rail station facility to provide a new, high quality, modern waiting facility and pedestrian linkages with Castleford town centre and the bus station, providing an attractive and welcoming gateway to the town. This, together with the recently completed (2016) £6 million Castleford Bus Station refurbishment, will create a public transport 'Hub' for Castleford.

4.195 The proposed scheme will see significantly improved facilities provided at the rail station with the replacement of the existing life expired poor waiting shelter with a new modern building design which seeks to complement the architectural style of the bus station. The new waiting facility will incorporate a fully enclosed waiting room and partially enclosed waiting areas; kiosk/retail space including a ticket vending machine; staffed ticket office; disabled toilet and seating. Sheltered cycle parking will also be provided.

- 4.196 The Managing Director approved the decision point 5 on 23rd August 2019 and that work can commence on delivery point 6. Full approval to spend the total project value of £2.836 million from the West Yorkshire plus Transport Fund has been given.
- 4.197 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

5 Legal implications

- 5.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.
- 5.2 The information contained in **Appendix 6** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

6 Staffing implications

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

7 External consultees

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

8 Recommendations

Temple Green Park and Ride

- 8.1 The Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Public Transport Investment Programme Temple Green Park & Ride Extension project proceeds through outline business case (decision point 3) and work commences on full business case (decision point 4).
 - (ii) An indicative approval to the Combined Authority's contribution of £6.954 million (which will be funded through the Leeds Public Transport Investment Programme) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £7.386 million.

- (iii) Development costs of £841,000 are approved in order to progress the scheme to full business case plus finalised costs (decision point 5), with a further £1.42 million approved to fund land purchase costs expended at risk by Leeds City Council, taking total approval to £2.261 million.
- (iv) The Combined Authority enters into a variation of the existing Funding Agreement with Leeds City Council for Leeds Public Transport Investment Programme schemes, for expenditure of up to £2.261million from the Leeds Public Transport Investment Programme fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Castleford Growth Corridor

8.2 The Investment Committee recommends to the Combined Authority:

- (i) The Castleford Growth Corridor scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
- (ii) An indicative approval to the Combined Authority's contribution of £6.858 million to be funded from 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 (FBC with finalised costs). The total project value is £7.079 million.
- (iii) Development costs of £1.639 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), of which £660,000 is to fund the business case development costs, with £979,000 to fund forecast land acquisition costs. This takes the total approval to £1.839 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure of up to £1.839 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

City Connect: (Cooper Bridge) Bradley to Brighouse

8.3 The Investment Committee using the delegated authority from the Combined Authority, approves that:

- (i) The City Connect Bradley to Brighouse project proceeds through decision point 3 (outline business case) and work commences on activity 4 (Full Business Case)
- (ii) An indicative approval to the total scheme cost of £2.328 million is given, of which the Combined Authority to fund £1.862 million from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (Full Business Case with finalised costs).
- (iii) Development costs of £350,000 are approved in order to progress the scheme to decision point 5 (Full Business Case with finalised costs).
- (iv) The Combined Authority enters in to a Funding Agreement with Kirklees Council for expenditure of up to £350,000 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

South Kirkby Enterprise Zone

8.4 The Investment Committee recommends to the Combined Authority that:

- (i) The South Kirkby Enterprise Zone scheme proceeds through decision point 3 and work commences on activity 5 (FBC with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of up to a maximum of £2.826 million which will be funded through the Local Growth Fund is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).
- (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.

Steeton and Silsden Rail Car Park

8.5 The Investment Committee recommends to the Combined Authority that:

- (i) The Steeton & Silsden Rail Car Park project proceeds through full business case with finalised costs (decision point 5) and work commences on activity 6 (Delivery).

- (ii) Approval to the total project value of £3.879 million is given from the West Yorkshire plus Transport Fund.
- (iii) The Combined Authority enters into a Section 56 Rail Funding Agreement with Arriva Rail North for expenditure of up to £3.759 million from the West Yorkshire plus Transport Fund.
- (iv) The Combined Authority enters in to a lease for Northern to use part of the Combined Authority owned car park as a temporary compound.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

A61 (South) Corridor

8.6 The Investment Committee recommends to the Combined Authority that:

- (i) The A61 (South) Corridor scheme proceeds through decision point 4 (full business case) and work commences on full business case with finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £18.037 million, funded through Leeds Public Transport Investment Programme is given with full approval to spend being granted once the scheme has progressed through the assurance process to full business case with finalised costs (decision point 5). The total scheme cost is £18.247 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route in this report including at full business case with finalised costs (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 assurance tolerances outlined in this report.

East Leeds Orbital Route

8.7 The Investment Committee recommends to the Combined Authority that:

- (i) The East Leeds Orbital Route project proceeds through decision point 5 and work commences on activity 6 (delivery)
- (ii) Approval to the Combined Authority's contribution of £90.33 million to be funded through the West Yorkshire plus Transport Fund, is given. The total project value is £147.49 million.

- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for additional expenditure of £64.473 million, taking the total approval to £90.33 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Headrow City Centre Gateway

8.8 The Investment Committee approves that:

- (i) The Headrow City Centre Gateway project proceeds through decision point 4 (full business case) and work commences on activity 5 (Full Business Case with financial cost)
- (ii) An indicative approval of £22.75 million to be funded through the Leeds Public Transport Investment Programme 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 cost). (Update this section following Leeds CC capital bid outcome)
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Stourton Park and Ride

8.9 The Investment Committee approves that:

- (i) The Leeds Public Transport Investment Programme Stourton P&R project proceeds through full business case (decision point 4) and work commences on full business case plus finalised costs (decision point 5).
- (ii) An indicative approval to the Combined Authority's contribution of £34.16 million, to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £36.99 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.

Rail Park and Ride Programme Phase 1- Mytholmroyd

8.10 The Investment Committee approves that:

- (i) The change request to the Mytholmroyd Rail Park and Ride Programme - to increase the total scheme cost from £3.64 million to £3.952 million (additional funding of £312,136) is approved.
- (ii) The change request to the Mytholmroyd Rail Park and Ride Programme - to extend the delivery timeframe from December 2019 to December 2020 is approved.
- (iii) The Combined Authority enters into an addendum to the existing Section 56 agreement with Arriva Rail North for additional expenditure of up to £312,136 taking the total value to £3.952 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

9 Background documents

9.1 None as part of this report.

10 Appendices

Appendix 1 - Background

Appendix 2 - Temple Green Park & Ride business case summary

Appendix 3 - Castleford Growth Corridor business case summary

Appendix 4 - City Connect Bradley to Brighouse business case summary

Appendix 5 - South Kirkby Enterprise Zone business case summary

Appendix 6 - South Kirkby Enterprise Zone exempt appendix

Appendix 7 - Steeton and Silsden Rail Park and Ride business case summary

Appendix 8 - A61 (South) business case summary

Appendix 9 - East Leeds Orbital Route business case summary

Appendix 10 - Headrow City Centre Gateway business case summary

Appendix 11 - Stourton Park & Ride business case summary