

Section A: Scheme Summary

Name of Scheme:	Integrated Transport Block – 2019-2022 – West Yorkshire Districts
Location of Scheme:	West Yorkshire – various locations in all districts
PMO Scheme Code:	LTP-ITB-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Alan Reiss – Director of Policy, Strategy and Communications
Lead Promoter Contact:	Steve Heckley - Policy Manager – Head of Transport Strategy Implementation
Combined Authority Lead/ Programme Manager:	Ambrose White – Policy Officer, (Policy, Strategy and Communications)
Case Officer:	Paul Coy – Project Officer – Feasibility and Assurance
Applicable Funding Stream(s) – Grant or Loan:	Grant: Department for Transport (DfT) Local Transport Plan (LTP) Integrated Transport Block (ITB) grant.
Growth Fund Priority Area (if applicable):	N/A
Combined Authority approvals to date:	Combined Authority Approval 6 April 2017 (Item 14) Combined Authority Approval 25 April 2019 (Item 9)
Forecasted Full Approval Date (Decision Point 5):	November 2019. The Combined Authority agreed (25 April 2019) a proportionate approach to assurance for the partner councils Integrated Transport Block programmes. For the LTP partner council programme the Combined Authority PMO specified a requirement for a Strategic Outline Case to cover decision point 2 and 5 simultaneously given the fixed nature of the funding and advance stage of delivery planning for the bulk of partner council programmes. The Combined Authority agreed that approval for LTP programmes is delegated to Investment Committee.
Forecasted Completion Date (Decision Point 6):	30 March 2022 Financial performance monitored by the Combined Authority PMO on a quarterly basis throughout delivery period. Outcomes and impacts monitored on an annual basis by Combined Authority Research and Intelligence team, reporting to Programme Board (West Yorkshire Chief Highways Officers / Heads of Transport) and the Combined Authority Transport Committee.

Total Scheme Cost for the preferred way forward (£):	The total cost for the scheme is £26.9 million.
WYCA Funding (£):	<p>Yes - Local Transport Plan Integrated Transport Block (ITB) grant Combined Authority Approval agreed (6 April 2017) a 5 year programme for use of Integrated Transport Block with a detailed programme for Year 1 (2017-18) and Year 2 (2018-19) and an indicative allocation programme for Year 3-Year 5 (2019-2022)</p> <p>Combined Authority agreed (25 April 2019) a detailed 3 year programme for use of Integrated Transport Block in 2019/20 to 2021/22.</p> <p>The total Integrated Transport Block grant to the Combined Authority in this period is expected to be £39.3 million (based on the confirmed Department for Transport allocation for 2019-20).</p> <p>This approval includes a 3 year total of £26.9 million to pass to West Yorkshire partner councils to fund their local programmes.</p>
Total other public sector investment (£):	There is no other public sector investment.
Total other private sector investment (£):	N/A

Is this a standalone Project?	No – The Combined Authority agreed (25 April 2019) that each partner council would detail their works at a programme level (as opposed to individual standalone projects)
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No – this is a programme.

A.1	Scheme Description
------------	---------------------------

The scheme is a 3 year programme to the value of £26.9 million of local transport improvements delivered from 1st April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department for Transport (DfT). This is a continuation of an ongoing five year programme, focussing on years 3, 4 and 5 (2019-22). Years 1 (2017-18) and 2 (2018-19) have been delivered.

Integrated Transport Block funding is granted to local transport authorities to deliver smaller scale improvements to transport networks and facilities. Spending of this fund is at local discretion, but expected to be steered by the adopted, statutory local transport plan (LTP) and its policies and strategies.

The Integrated Transport Block grant is paid to the Combined Authority and then allocated between the five West Yorkshire partner councils and the Combined Authority and a range of investment needs.

The Integrated Transport Block programme supports delivery of the West Yorkshire Transport Strategy 2040 (the statutory LTP adopted in 2017 by the Combined Authority). The Transport Strategy is a single plan with multiple funding streams, including Department of Transport provided Integrated

Transport Block and Highway Maintenance block grant allocations, alongside the larger West Yorkshire-plus Transport Fund. (Local Growth Funds and any other grant or aligned partner funding that become available)

The Integrated Transport Block programme is a collection of a large number of generally small schemes, in scale and cost, the majority of which are business as usual.

The approach to allocation of Integrated Transport Block funds is an inclusive, collaborative process, with programmes developed with the input of all partners. The Combined Authority's Transport Committee oversees the development and delivery of the Integrated Transport Block. District Transport Portfolio holders were also involved in the process

Programmes are shaped around the West Yorkshire Transport Strategy's six core themes:

- Inclusive Growth, Environment and Wellbeing
- Road Network
- Places to Live and Work
- One System Public Transport
- Smart Futures
- Asset Management and Resilience

The scheme for 2019-2022 is a refinement of the programme delivered in the previous two years, 2017-19.

The overall programme for 2019-2022 was agreed by the Combined Authority meeting of 25th April 2019.

A.2 Business Case Summary

Strategic Case

The Integrated Transport Block programme 2019-22 for the 5 partner councils is a delivery programme for the West Yorkshire Transport Strategy 2040 and Leeds City Region, Strategic Economic Plan (SEP). The programme delivers small scale, locally responsive transport improvements, complementing larger schemes and programmes delivered by the Combined Authority and partners by filling the gaps not addressed by other funding allocations.

The programme was developed within the framework of the Combined Authority's Transport Strategy's objectives, policies and targets and has strategic alignment with Strategic Economic Plan (SEP) Priority 3 (Clean Energy & Environmental Resilience) and Priority 4 (Infrastructure for Growth). The programme will contribute to achievement of Transport Strategy targets to increase the number of trips made by sustainable transport, and to reduce the damaging impacts of road transport on communities and the environment.

The programme for 2019-22 is a continuation of, and refinement of the delivered Integrated Transport Block programme for years 1 & 2 (2017-19). Interventions are largely business as usual, with low delivery risk. The Combined Authority (25 April 2019) agreed the Integrated Transport Block programme for 2019-22 was appropriate use of Integrated Transport Block with good strategic fit.

Economic Case

The Integrated Transport Block programme 2019-22 is a collection of a many, small scale transport improvement projects. Integrated Transport Block programmes and their component schemes have historically not been subject locally to value for money assessment. (DfT national VfM assessment (2016) of ITB spend recognised that as schemes are small it is not proportionate for local authorities to develop business cases to determine the vfm of ITB schemes, nevertheless DfT's analysis found that typical ITB funded small transport schemes were likely to provide good value for money)

None of the 2019-22 programme components are Major Schemes greater than £5m costs. The largest single individual schemes will be the Healthy Street Demonstration Projects with maximum Integrated Transport Block expenditure of £1m – an intention of delivering a programme of Demonstration

Projects is to understand the benefits and develop an appraisal approach to inform the development and prioritisation of future programmes.

Other Integrated Transport Block programme components are significantly smaller in scale and costs. These have been assessed on the basis of their strategic fit and delivery against local community and political priorities. Where appropriate to scale of programme/project, value for money assessment will be made on the basis of Journey Time Savings and/or Non-User Benefits (e.g. Accidents, Local Air Quality, Greenhouse Gas Benefits etc).for example, Safer Roads interventions constitute the largest programme area. There is an established methodology for calculating monetised benefits of accident reduction schemes. Reductions in costs associated with traffic collisions will be evidenced.

Commercial Case

The programme largely consists of business as usual schemes, for which there is a good record in delivery.

Much delivery is undertaken by in-house teams – but there are a variety of procurement approaches available and in use. Where external suppliers are required for elements of scheme delivery, the market appetite to deliver the schemes within the 2019-22 Integrated Transport Block programme is expected to remain as in previous years of the Integrated Transport Block programme. For the majority of these schemes, partners have frameworks in place for consultancy support or construction contractors, or have term contracts with minor works contractors. Some elements of some schemes may require procurement to be carried out outside of framework arrangements or existing contracts, but there are no anticipated problems with market appetite to submit competitive tenders.

Financial Case

Integrated Transport Block grant is an established government grant, paid directly to Local Transport Authorities without specific grant conditions or constraints. Integrated Transport Block funding for 2019/20 is confirmed via Department for Transport grant letter. Integrated Transport Block funding for 2020/21 is announced as indicative allocation, expected to be confirmed by Department for Transport in April 2020. Integrated Transport Block funding for 2021/22 is expected to remain at the same level as previous (informal advice from Department for Transport, to be confirmed). The Combined Authority meeting of 25 April 2019 agreed the Integrated Transport Block programme 2019-22 was affordable.

All partners work within the agreed funding allocations. The advice from Combined Authority Portfolio Management Office was that the programme should be developed without additional contingency i.e. over-programming.

Management Case

The individual partner councils will have responsibility to manage and deliver their respective programmes, detailed in appendices. The West Yorkshire Combined Authority will monitor expenditure through the Portfolio Management Office with reporting to the Project Board of West Yorkshire Chief Highways Officers with escalation to Transport Committee. The Combined Authority will monitor Integrated Transport Block programme outputs in its PIMS system and outcomes against Transport Strategy Key Performance Indicators through the Research and Intelligence team.