
Report to: West Yorkshire and York Investment Committee

Date: 13th May 2020

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor

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), Transforming Cities 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 made clear in the recommendations.

2 Integrated Clean Growth

- 2.1 Through the Assurance Framework and other internal decision-making procedures, the Combined Authority will review and embed clean growth considerations into our activities.
- 2.2 Building 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), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's predicted carbon emissions / wider clean growth impacts. This will include a review of existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- 2.3 The development of the specification for the work (which has benefitted from active engagement and input from Leeds City Region local authorities) will

allow the Combined Authority to map and detail the emissions footprint of the 180+ projects in the West Yorkshire Plus Transport Fund and Leeds City Region Local Growth Fund pipeline and provide technical advice and training support to project sponsors in the design and development of future investments. This will ensure that the business cases for these reflect the Leeds City Region Climate Emergency and that we can evidence that they will reduce carbon emissions (both directly and indirectly).

- 2.4 A tender has now been issued to the market with the intention of appointing a successful consultant (or consortium) in spring / summer 2020. It should be noted that Leeds City Region local authority officers will be involved in the evaluation of tender responses working alongside Combined Authority officers. It is anticipated this technical work will commence in July. Training and support elements will run throughout the year across a longer timeline.
- 2.5 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

3 Report

- 3.1 This report presents proposals for the progression of 3 schemes through the Combined Authority’s assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £42.106 million when fully approved, of which the total value of £40.683 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.

Scheme	<u>Scheme description</u>
<p data-bbox="295 1292 566 1384">Active & Sustainable Travel in Leeds City Centre (Bishopgate)</p> <p data-bbox="295 1400 375 1433">Leeds</p>	<p data-bbox="635 1292 1377 1541">Leeds Train Station is the busiest in the North of England and a nationally significant gateway, with passenger numbers anticipated to increase by 81% by 2043. The Active and Sustainable Travel within Leeds City Centre package of schemes is key to ensuring that this growth is sustainable by enhancing access pathways to Leeds Train Station, both within the immediate city centre area and linking into communities on the periphery of the city centre.</p> <p data-bbox="635 1556 1377 1771">Central to this package of schemes is the development of a fully accessible transport hub, accessible to all, connecting key areas of the city, promoting the use of sustainable travel opportunities, and improving links to the wider City Region. This will be achieved by facilitating a smooth transition between rail travel and onward pedestrian, cycling, taxi and bus routes by redeveloping the station entrance.</p> <p data-bbox="635 1787 1377 1944">Subsequent to this approval, these improvements will be taken forward as two separate schemes – one focused on the station and environs and one focused on the 5 cycle gateways/connectors linking the station into the wider cycle network.</p>

	<p>The package of schemes will be funded from the Transforming Cities Fund and Leeds Public Transport Investment Programme (LPTIP).</p> <p><u>Impact</u></p> <p>The package presents an opportunity to transform Leeds train station into a modern, innovative, multi-modal transport exchange that is a focal point of the city centre and a ‘world class’ gateway into the city. This project will provide the opportunity to:</p> <ul style="list-style-type: none"> • Address the existing accessibility problems at the station by pedestrianizing New Station Street • Dramatically improve the connectivity from the station to key areas of the city through the installation • Segregated cycle lanes in Neville Street and Dark Neville Street • Drive the shift towards increased use of sustainable transport through the development of the multimodal transport interchange • Make a positive contribution towards improving the environment and reducing carbon emissions in the locality of the station by reducing the flow of private vehicles • Improve the image of the station and turn it into a key city destination <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on individual schemes within the package to activity 3 (outline business case).</p> <p>Total value of the Package - £39.5 million</p> <p>Total value of Combined Authority funding - £ 39.5 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>East Leeds Demand Responsive Transport Leeds</p>	<p><u>Scheme description</u></p> <p>East Leeds Demand Responsive Transport (ELDRT) scheme will trial a digitally enabled Demand Responsive Transport (DRT) service in East Leeds. The pilot will see the introduction of a flexible and agile bus service based on demand rather than a traditional fixed route of scheduled bus services. The service will be accessed through a smart phone app, which uses routing algorithms to match vehicles with capacity, to users.</p> <p>The pilot will be the first trial of digital DRT within West Yorkshire and will be used to evaluate the impact, effectiveness and commercial viability of the DRT service for the wider roll out of the service model in West Yorkshire.</p> <p>During its trial, ELDRT as a complementary demand-based service to the high frequency bus network, will operate in two locations in East Leeds, which are:</p> <ul style="list-style-type: none"> • East Leeds – Aire Valley (providing links to East End Park, Cross Green and Richmond Hill) and providing links to

	<p>employment locations outside the zone including Leeds Bus Station, Asda (Killingbeck) and Morrisons (Hunslet).</p> <ul style="list-style-type: none"> • East Leeds – Cross Gates and East Leeds Extension site <p>The scheme is funded from the Leeds Public Transport Investment Programme (LPTIP), Local Transport Plan Integrated Block Programme (LTP ITB) and Section 106 contributions.</p> <p><u>Impact</u></p> <p>The ELDRT services during its pilot will:</p> <ul style="list-style-type: none"> • link communities with employment areas, local centres and key destinations within the area of operation and potentially unlock new demand where traditional bus services would not be commercially viable. • provide enhanced public transport connections across Leeds to link into existing radial bus corridors. <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case plus finalised costs).</p> <p>Total value of the scheme - £2.234 million</p> <p>Total value of Combined Authority funding - £1.466 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>City Connect Phase 3 - Castleford Greenway Phase 4</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a new 1.3km pathway which will fill a gap in the local cycle network in the Methley area, provide a connection to the Trans Pennine Trail, and provide a complete cycle route between Leeds, Wakefield and Castleford.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The scheme will provide improved journey quality for cyclists by creating a more direct and traffic-free cycle route for long and short journeys between Leeds, Wakefield and Castleford. This will encourage a move from travelling by car to cycling for a range of journey purposes, thereby delivering further environmental, health and wellbeing benefits. This will encourage cycling and walking, thereby improving air quality and reducing carbon emissions within the area and contribute to the Leeds City Region’s climate emergency commitments.</p> <p>The scheme supports inclusive growth and better quality of life with an uptake of cycling and walking to reduce traffic congestion and improve air quality and health, as well as enhancing connectivity and jobs via sustainable travel.</p> <p>The value for money assessment reflects a benefit cost ratio of 4.80:1, judging the scheme as very 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 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £371,686</p> <p>Total value of Combined Authority funding - £371,686</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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- 3.2 Since the Investment Committee’s meeting on 5 March 2020 the following decision point has been assessed in line with the Combined Authority’s assurance process and approved by the Combined Authority at its meeting on 16 April 2020. The scheme was not considered by Investment Committee, which due to the Covid-19 situation did not meet on 2 April 2020. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is currently scheduled for June 2020) the report was being presented to the Combined Authority’s April meeting. This scheme has a total funding value of £9.353 million when fully approved, of which the total value of £9.268 million will be funded by the Combined Authority.

<u>Scheme</u>	<u>Scheme description</u>
<p data-bbox="288 282 603 376">Corridor Improvement Programme (CIP): A650 Newton Bar</p> <p data-bbox="288 387 603 421">Wakefield</p> <p data-bbox="288 432 603 526">(Combined Authority's Programme Appraisal Team recommendation)</p>	<p data-bbox="619 282 1385 439">The A650 Newton Bar scheme primarily involves the construction of a new signalised 'hamburger' roundabout (where the main road goes through the centre of the roundabout) and improvements to the approach roads, to support a more efficient transport network.</p> <p data-bbox="619 450 1385 640">The scheme is to be delivered through the West Yorkshire plus Transport Fund's Corridor Improvement Programme, a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), which aims to improve connectivity and accessibility to support economic growth.</p> <p data-bbox="619 651 1385 685"><u>Impact</u></p> <p data-bbox="619 696 1385 976">The scheme anticipates improving journey reliability for all modes by reducing journey times, to improve road safety by reducing the number of collisions, and the improvement to active mode provision (walking and cycling) through the new signalised pedestrian and cycle crossings. The scheme will also facilitate housing and employment growth as well as include green infrastructure provision by way of tree planting and wildlife protection measures supporting clean growth and climate change principles.</p> <p data-bbox="619 987 1385 1144">The scheme is judged as very high value for money when assessed against the Department for Transport's value for money criteria. Further work to refine the value for money (VfM) position is to be undertaken, which may reduce the BCR but is unlikely to change the very high VfM classification.</p> <p data-bbox="619 1155 1385 1279">The scheme supports inclusive growth by supporting a better quality of life through improving connectivity by enhancing the road network and, as well as enhancing the urban environment and green infrastructure, supporting better air quality.</p> <p data-bbox="619 1290 1385 1323"><u>Decision sought</u></p> <p data-bbox="619 1335 1385 1559">The Combined Authority approved this decision point 4 approval on 16 April to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs) giving indicative approval to the Combined Authority's contribution of £9.268 million towards a total project value of £9.353 million and approval of £350,000 development costs.</p>

- 3.3 Since the Investment Committee's meeting on 5 March 2020 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. These schemes have a total combined funding value of £33.444 million when fully approved, of which the total value of £18.309 million will be funded by the Combined Authority.

<p><u>Scheme</u></p> <p>Transport Hubs & Public Transport Access Schemes – Phase 1</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>These schemes - Bramley Bus Interchange; Compton Road Bus Stop Improvements, Harehills; Lincoln Green Walking and Cycling Links; and Pudsey Walking and Cycling Links. - are part of a package within the Transport Hubs and Connecting Communities workstream within the LPTIP/Connecting Leeds Programme.</p> <p>These will create new or upgrade existing bus passenger facilities as well as enhancing connections within and between other public transport hubs and communities by improving walking and cycling links.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The value for money assessment at full business case plus finalised costs gives a combined BCR value across all four individual schemes of 2.05 (High value for money)</p> <p>The schemes' wider social benefits include health benefits by encouraging walking and cycling and improved air quality through an anticipated reduction in traffic congestion, and a better quality of life with improved access to public transport, particularly for those in areas of deprivation.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 21 February 2020, giving full approval to the Combined Authority's contribution of £4.26 million towards a total project value of £4.26 million and work commences on activity 6 (delivery)</p>
<p><u>Scheme</u></p> <p>Connecting Innovation Leeds City Region</p>	<p><u>Scheme description</u></p> <p>This scheme aims to increase the capacity of SMEs within the Leeds City Region to innovate. The project aims to increase the take of up of all innovation support and funding including Innovate UK, Catapult Centres, Knowledge Transfer Partnerships (KTPs), universities and private sector innovation and product development companies.</p> <p>This scheme is to be funded through the Local Growth Fund together with ERDF funding.</p> <p><u>Impact</u></p> <p>Full time equivalent employment increase in the region.</p> <p>More SMEs in the Leeds City Region engaging R&D.</p> <p>An increased uptake of other innovation support provision and funding (e.g. UK Funding of Knowledge Transfer Partnerships)</p> <p>More SMEs that successfully deliver R&D projects because of investment in innovation and project management techniques.</p> <p>Aligned to new inclusive growth grant criteria, all grant recipients will be asked to voluntarily commit to inclusive growth outcomes. This will be compulsory for all grants of over £25,000 value.</p>

	<p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 21 February 2020, giving full approval to the Combined Authority's contribution of £2.78 million (£751,000 from Local Growth Fund and £2.029 million from the ERDF) towards a total project value of £4.058 million and work commences on activity 6 (delivery)</p>
<p><u>Scheme</u></p> <p>Leeds Integrated Station Masterplan (LISM)</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme is seeking to redevelop Leeds train station and the adjacent environment in a coherent way, by creating a world class gateway for Leeds City Region which integrates High Speed Rail (HS2), Northern Powerhouse Rail (NPR) and classic rail services.</p> <p>The key part of the scheme is to address the increasing capacity for pedestrians / passengers within the station to meet the projected growth in demand anticipated to be an increase of 81% by 2043. So far demand growth has exceeded forecasts for the station year on year and Network Rail forecast indicates that the part of the station will be struggling to accommodate passengers by 2026.</p> <p>This change request is seeking a further £3.221 million to carry out interim works to start work on the Rail Network Enhancements Pipeline (RNEP) outline business case (OBC), Bishopgate Transforming Cities Fund scheme plus some programme level work required at outline business case stage while the RNEP Strategic Outline Case is considered by the Department for Transport.</p> <p><u>Impact</u></p> <p>Leeds train station, as the key transport hub in the region, is able to cope with the increasing growth and accommodate the requirements of the forthcoming investment in HS2 and NPR.</p> <p><u>Decision</u></p> <p>The Managing Director approved this change request on 21 February 2020, giving approval to release the remaining £3.221 million from the LPTIP LISM allocation of £5 million</p>
<p><u>Scheme</u></p> <p>Leeds City Region Enterprise Zone Programme - Langthwaite</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>This scheme is part of the Leeds City Region Enterprise Zones (EZ) Programme, funded through the Local Growth Deal fund and is the purchase of 9.45 hectares of land, being the majority landholding at the Langthwaite Business Park Extension Enterprise Zone site.</p> <p>To deliver the EZ site at Langthwaite Business Park Extension it will be necessary for the public sector to acquire the site. This change request is seeking approval to release further development funding from the overall total indicative funding approval for the EZ programme, to complete the site purchase.</p>

	<p><u>Impact</u></p> <p>The land purchase will enable the site to take advantage of the current funding approvals and enable it to be delivered out over an accelerated timeframe.</p> <p><u>Decision</u></p> <p>The Managing Director approved this change request on 21 February 2020, giving approval to increase the total EZ Programme development costs from £1.818 million to £3.804 million to enable the early release of funding to purchase land at the Langthwaite Business Park extension.</p>
<p><u>Scheme</u></p> <p>Bradford City Centre Heritage Properties (Conditioning House)</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme, funded through the Local Growth Fund involves the refurbishment of Conditioning House, a Grade II Listed Victorian warehouse building, and will deliver new homes and commercial floorspace in a key location in Bradford city centre. It is the first property to come forward through the wider Bradford City Centre Heritage Properties scheme.</p> <p><u>Impact</u></p> <p>The scheme will deliver 150 new homes, 1,500m² of new commercial floorspace, 105 gross new jobs and private sector leverage of £12.9 million</p> <p>The grant cost per new home (£10,000) is lower than the average across the Combined Authority's Housing & Regeneration programme (£13,907) and offers reasonably good value for money.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 13 March 2020, giving full approval to the Combined Authority's contribution of £1.5 million towards a total project value of £14.393 million and work commences on activity 6 (delivery)</p>
<p><u>Scheme</u></p> <p>Skills for Growth</p> <p>Leeds City Region</p>	<p><u>Scheme description</u></p> <p>This scheme will support businesses to engage with schools, colleges and universities in order to improve the relevance of education and training to local labour market need, to support people in education to develop a better understanding of the career opportunities on their doorsteps and to enable them to develop the technical and transferable skills that businesses are looking for.</p> <p>The scheme will be funded through the European Social Fund (ESF) and Local Skills Fund.</p> <p><u>Impact</u></p> <p>This scheme will improve the relevance of education and training to local labour market need; support people studying in schools, colleges and universities to develop a better understanding of local career opportunities and support learners, particularly those most disadvantaged, to develop the technical and transferable skills that businesses are looking for and enhance learners' career opportunities.</p>

	<p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 13 March 2020, giving full approval to the Combined Authority's contribution of £965,000 towards a total project value of £1.929 million and work commences on activity 6 (delivery)</p>
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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.

Project Title	Active & Sustainable Travel in Leeds City Centre (Bishopgate)
Stage	1 (eligibility)
Decision Point	2 (strategic outline 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

- 4.3 This package of schemes will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.4 Aligned to the strategic objectives of the Transforming Cities Fund, the programme is organised into themes. These themes include partner led schemes collated into packages at Strategic Outline Business Case (SOBC) level. The scheme presented here is a package comprising of two individual schemes. After the SOBC package level approval, these schemes will

progress through the Combined Authority's Assurance Framework individually before being developed and delivered across the West Yorkshire region.

- 4.5 Leeds Train Station is the busiest in the North of England and a nationally significant gateway, with passenger numbers anticipated to increase by 81% by 2043. The Active and Sustainable Travel within Leeds City Centre package of schemes is key to ensuring that this growth is sustainable by enhancing access pathways to Leeds Train Station, both within the immediate city centre area and linking into communities on the periphery of the city centre.
- 4.6 Central to this package is the development of a fully accessible transport hub, accessible to all, connecting key areas of the city, promoting the use of sustainable travel opportunities, and improving links to the wider City Region. This will be achieved by facilitating a smooth transition between rail travel and onward pedestrian, cycling, taxi and bus routes. The proposals to redevelop the station entrance will constitute the following key components:
- The pedestrianisation of New Street Station
 - Development of a transport interchange.
 - Complete re-design and re-building of the station entrance connecting Bishopgate and key pedestrian access routes to the east and south of the city centre.
 - Installation of new pedestrian lifts connecting Bishopgate and the station entrance.
 - Enhanced pedestrian and cycle friendly routes through Neville Street, Dark Neville Street and Victoria Road to actively promote sustainable forms of transport.
 - Improving connectivity across the city centre by installing high quality cycle lanes on key
 - Installation of a high quality 700 space cycle hub with supporting infrastructure
- 4.7 These improvements will be taken forward as two separate schemes – one focused on the station and environs and one focused on the 5 cycle gateways/connectors linking the station into the wider cycle network.
- 4.8 A summary of the scheme's business case and location map is included in **Appendix 2**.

Clean Growth / Climate Change Implications

- 4.9 This package of schemes will reduce the number of vehicles entering the city centre thereby reducing emissions and improving air quality. It will also Encourage other active modes of transport including cycling and walking.

- 4.10 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 4.11 Individual schemes' outputs and benefits will be brought forward when scheme outline business cases (OBCs) are presented. Overall package outputs and benefits will include:

- Improved air quality - through the reduction in general traffic
- Reduced journey times to and from Leeds Railway Station, the city centre and surrounding areas - through additional pedestrian and cycle routes
- Improved safety - through the reduction and segregation of general traffic and public realm enhancements
- Improved disabled access to Leeds Railway Station - through a new lift access from Bishopgate
- Improved transport interchange facilities for cyclists - through an enhanced cycle hub at Leeds Railway Station
- Increased footfall in the station environs to support/stimulate new business investment - through public realm enhancements and reduction in general traffic

Risks

- 4.12 Individual schemes will come with their own risks at outline business case. Risks at package include:

Railway station scheme

- A delay in securing planning consent due to objections – mitigated by consultation with stakeholders through the planning determination process
- A delay in securing consents and agreeing designs with Network Rail – mitigated by a Basic Asset Projection Agreement (in development) with Leeds City Council
- Securing vacant possession of premises – mitigated by Network Rail negotiating early termination of existing leases
- Significant and ongoing traffic congestion arising from the removal of general traffic – mitigated by an effective traffic management strategy

Cycle network

- Stakeholder opposition to scheme proposals - mitigated by feasibility and appraisal work with early and ongoing engagement

- Wider traffic management requirements (influenced by other city centre schemes) leads to programme delays – mitigated by use of traffic modelling

Costs

4.13 The total package costs are £39.5 million. Each individual scheme will confirm its spend profile when it comes forward at OBC. The package cost is split as follows:

- £39.325 million – TCF
- £175,000 – TCF development funding (already allocated)

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority's Managing Director	25/06/2021

Other Key Timescales

4.14 The forecast completion date for this package of scheme is 31 March 2023

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 5% of those outlined in this report.
That the timeframes remain within 2 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Martin Farrington
Project Manager	Fiona Limb
Combined Authority case officer	Ian McNichol

Appraisal Summary

4.15 The package has a strong strategic fit in terms of its alignment with the priorities of the SEP and the objectives of the TCF. The issues, challenges

and opportunities that the package is seeking to address and the potential solutions are clearly articulated, Progress on the key requirements to develop and deliver the package (planning and other consents, ownership, stakeholder engagement, detailed design etc.) are also set out. Further work will be required at the next stage of the assurance process to refine scheme objectives, particularly in terms of how the outputs and benefits are defined and measured.

- 4.16 The cycle element demonstrates 'High VfM' based on the assumption of 70% uplift of cycling demand and recent evaluation of City Connect cycling schemes does to support this expectation.
- 4.17 The railway station element offers 'Poor VfM' at this stage of appraisal and it does not account for all highway impacts or the impact of relocating existing bus services further away from station. A more robust appraisal will need to establish a more accurate position of VfM for all elements when the individual scheme comes forward.
- 4.18 Promoters should agree the VfM methodology to be used in the development of scheme business cases with the Combined Authorities Portfolio Management & Appraisal (PMA) team.

Recommendations

- 4.19 That Investment Committee recommends to the Combined Authority that:
 - (i) The Active & Sustainable Travel in Leeds City Centre (Bishopgate) package of schemes proceeds through decision point 2 (strategic outline case) and work commences on bringing individual schemes through at activity 3 (outline business case).
 - (ii) An indicative approval to the total package value of £39.5 million of which £39.5 million is being funded from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (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 Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



- 4.20 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	East Leeds Demand Responsive Transport
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

Background

- 4.21 The public transport network plays a vital role in connecting people to employment and training opportunities, especially in areas of Leeds where there are low levels of car ownership and areas of high deprivation. Gaps in the core bus network; unreliable and inconsistent bus services resulting in low overall bus patronage; impacts on air quality due to high traffic levels and congestion all call for an innovative and demand focussed complementary public transport provision.
- 4.22 To overcome the current issues and potentially explore new avenues for public transport provisioning, East Leeds Demand Responsive Transport (ELDRT) scheme will trial a digitally enabled Demand Responsive Transport (DRT) service in two areas of East Leeds. The pilot will see the introduction of an agile and dynamic public transport service accessed through a smart phone app, which uses routing algorithms to match vehicles with capacity to users.
- 4.23 The approval sought will enable the provision of seven vehicles to operate the DRT service; provide for the operating costs (revenue funding) for these services for the three years of the trial; and provide a smartphone app to enable booking and payment for the service.

- 4.24 The providers of the DRT service will be selected through an open tender process. Market engagement with DRT operators has already taken place and has received a positive response.
- 4.25 ELDRT pilot offers a flexible and agile bus service based on demand rather than a traditional fixed route of scheduled bus services. DRT services look to optimise service delivery, aggregating demand to achieve service efficiencies, providing an easy to use service, flexible to customer needs. The DRT pilot scheme has an emphasis on enhancing and complementing existing bus services in the area, acting as a service that will provide a first/last mile link to existing public transport journeys or as an addition to the existing bus network offer to linking communities with broader public transport and key destinations in the service area.
- 4.26 The pilot will be the first trial of digital DRT within West Yorkshire with a key aim to evaluate the impact, effectiveness and commercial viability for a wider rollout this service model in West Yorkshire. If successful, the DRT service will contribute towards achieving Strategic Economic Plan objectives by providing a new bus service model that will improve peoples' access to jobs and opportunities, provide connection to rail and park and ride services and contribute to reducing air pollution and carbon emission through reducing car use.
- 4.27 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 air quality by reducing overall transport emissions.
- 4.28 The first trial DRT service, East Leeds to Aire Valley, will provide links from the East End Park, Cross Green and Richmond Hill areas to both employment locations inside the specified zone and to destinations outside the zone including Leeds Bus Station, Asda at Killingbeck and Hunslet Morrisons. This area currently has poor access to supermarkets and the DRT service will seek to address this as well as providing improved access to St James' Hospital and local employment opportunities. This service will provide local links into the Aire Valley Enterprise Zone.
- 4.29 The second trial DRT service, East Leeds to Crossgates, is expected to support access from 5,000 new homes to local economic and employment centres, transport hubs, health and education facilities. The proposed service area has been selected as it encapsulates several major housing and employment developments including the East Leeds Extension (ELE) site, where 7.08 hectares of employment land has been identified for development.
- 4.30 Initial analysis of the bus network in the East Leeds area assisted in identifying gaps in bus provision therefore defining the area of DRT trials. Additionally, initial analysis to determine the potential propensity of populations within the wider geography to engage and ultimately use the scheme based upon

population, socio-economic information and data defining a potential user base for the trialled serviced. The proposed scheme will form a partnership with an appointed operator for vehicle operation and a technology provider who will provide the technology provisioning (via an app) required to route / match the demand of the service to vehicles serving the pilot ELDRT routes. Users will be able to book the service via an app or over the phone if they do not have access to a smart phone.

- 4.31 The ELDRT scheme will have a role to play in the post Covid-19 recovery. Approval of the outline business case now will enable expediency of progressing final approval for delivery as soon as the market is ready to respond to the planned tender. Operators are not currently in a position to respond to a tender given the Covid-19 situation.
- 4.32 A summary of the scheme's business case and location map is included in **Appendix 3**.

Clean Growth / Climate Change Implications

- 4.33 The scheme is a three-year pilot which will offer services in two areas of East Leeds and will explore if and how digital demand responsive transport services can improve access to the existing high frequency bus network, from areas that are currently poorly served. If successful, this should in the longer term, contribute to reducing the use of private vehicles therefore contributing directly in reducing carbon emissions.

Outputs, Benefits and Inclusive Growth Implications

- 4.34 The scheme outputs and benefits include:
- Research and innovation by trialling the first digitally enabled DRT service in West Yorkshire and presenting an opportunity to pilot the technology within the region to inform understanding of how DRT as a business model could be used across West Yorkshire.
 - The trial aims to attract new public transport users by delivering a service offering an integrated, inclusive and easy to use service that responds to customer needs and provides enhanced orbital connectivity.
 - The trial's wider benefits include linking communities with employment areas, local centres, hospital and key destinations within the area of operation and potentially unlock new demand where traditional bus services would not be commercially viable therefore driving a modal shift.

Risks

- 4.35 The scheme risks include:
- The DRT service may not have enough uptake to justify continued investment in the pilot scheme. This will be mitigated by the break clause in provider contracts. After 18 months in operation, the scheme uptake

and outputs will be evaluated to assess whether the pilot should continue.

- The DRT pilot is highly successful but not affordable in the long term without substantial subsidies. This will be mitigated by engaging with the Combined Authority's Transport Services and partner councils before a decision to accept the risk is made.

Costs

4.36 The total forecast scheme cost is £2.234 million, broken down as follows:

- Revenue funding from Section 106 funding of £768,000 over three years (additional funding available for years three to ten if the service continues to operate) with a shortfall in operating costs being met by the bus services revenue.
- Capital funding - the Combined Authority's contribution is £1.466 million, broken down as follows:
 - Leeds Public Transport Investment Programme - £763,000 of which £300,000 has already been approved to develop the outline business case and the full business case with finalised costs.
 - Local Transport Plan – Integrated Transport Block Programme £703,000

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/03/2021

Other Key Timescales

- ELDRT soft launch October 2021 – long delay due to Covid-19 situation
- ELDRT full launch January 2022
- Monitoring and Evaluation of trial commences with soft launch in October 2021.

Assurance Tolerances

Assurance tolerances
Cost increases up to 10% can be approved by the Managing Director. The delivery timescale remains within three months of the timescales identified within this report.

Project Responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Edwin Swaris (Interim), Combined Authority
Combined Authority case officer	Namrata Chhabra

Appraisal Summary

- 4.37 The scheme as a pilot presents a strong strategic alignment to the Strategic Economic Plan (SEP) priorities and aims to research and develop a new and innovative public transport service provisioning which has a good potential to complement the traditional high frequency bus service.
- 4.38 The technology-based demand led nature of the trial has potential to attract new bus users therefore if successful the scheme will positively contribute in uplifting the bus patronage and reducing carbon emission in the region.
- 4.39 With a defined and targeted marketing and advertising strategy, once in operation the scheme should be able to inform the uptake of the service and therefore at the end of the trial a clearer indication of revenue stream and sustainability of DRT as business model alongside traditional high frequency bus provisioning in future could be identified.

Recommendations

- 4.40 That Investment Committee recommends to the Combined Authority that:
- (i) The East Leeds Demand Responsive Transport scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £2.234 million, is given with the Combined Authority's funding contribution of £1.466 million (Leeds Public Transport Investment Programme (LPTIP) – £763,000, Local Transport Plan – Integrated Transport Block Programme - £703,000) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

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

Project Title	City Connect Phase 3 - Castleford Greenway Phase 4
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

- 4.41 This scheme is being funded from the West Yorkshire plus Transport Fund. This is a £1 billion programme, 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 approximately 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's Strategic Economic Plan.
- 4.42 The Castleford Greenway scheme is part of the City Connect Phase 3 programme, which seeks to build on the cycle network delivered through the Department for Transport's Cycle City Ambition Grant across West Yorkshire in phases 1 and 2. This will encourage an uptake in cycling and walking as the natural choice for short journeys or as part of a longer journey. Good progress has been made on the City Connect Programme as detailed in item 5.
- 4.43 The Combined Authority on 28 June 2018 granted indicative approval of the £14.824 million Phase 3 programme costs. Of this amount, the West Yorkshire plus Transport Fund contributed £12.053 million, and £2.371 million came from the Cycle City Ambition Grant and £400,000 from Kirklees Council and Leeds City Council.

City Connect Phase 3 - Castleford Greenway Phase 4

- 4.44 The scheme will deliver a 1.3km off-road pathway to the Trans Pennine Trail from the existing Wakefield to Castleford routes being delivered through the City Connect programme. This will address a missing off-road cycle link within the local cycle network in the Methley area, and provide a complete route between Leeds, Wakefield and Castleford. Much of the proposed route will be constructed along a former railway line.

- 4.45 Scheme delivery will provide improved journey quality for cyclists by creating a more direct and traffic-free cycle route for long and short journeys between Leeds, Wakefield and Castleford. This will encourage cycling and walking for a range of journey purposes, thereby delivering further environmental, health and wellbeing benefits.
- 4.46 The scheme primarily supports the Leeds City Region's Strategic Economic Plan priority area 4 'Infrastructure for growth,' and is aligned to supporting the SEP principle of "the establishment of cycling as a major mode of travel."
- 4.47 In June 2018, the Combined Authority approved City Connect Phase 3 development funding to the value of £350,000 from the Transport Fund for the CityConnect Phase 3 programme. Following this approval, Castleford Greenway Phase 4 was allocated £15,000 by the Programme to progress to activity 4 (full business case). Expenditure to date has remained within this allocation and no further development funding is required to progress to the next stage.
- 4.48 The current funding agreement that is in place for the £15,000 development costs is with Railway Paths Ltd who have engaged with Sustrans to develop the project's Full Business Case. Railway Paths does not construct paths itself but makes its land available through sale or lease to third parties, including its sister charity Sustrans and local authorities. Upon the Combined Authority's approval of the scheme's delivery, Rail Pathways Ltd (RPL) will enter into a lease agreement with Sustrans ahead of delivery of the route, which will include for Sustrans to maintain the route (as per the requirements of the Grant Agreement). The main scheme funding agreement for the delivery of this scheme will be between the Combined Authority and Sustrans.
- 4.49 The scheme has come forward at activity 4 (full business case) with a total forecast cost of £371,686, which is sought from the West Yorkshire plus Transport Fund. The scheme is affordable within the City Connect Phase 3 budget.
- 4.50 A summary of the scheme's business case and location map is included in **Appendix 4**.

Clean Growth / Climate Change Implications

- 4.51 This scheme will deliver a new 1.3km greenway link which will fill a gap in the local cycle network in the Methley area, provide a connection to the Trans Pennine Trail, and provide complete cycle route between Leeds, Wakefield and Castleford. This will encourage cycling and walking, thereby improving air quality and reducing carbon emissions within the area and contribute to the Leeds City Region's climate emergency commitments.

Outputs, Benefits and Inclusive Growth Implications

- 4.52 The scheme outputs and benefits include:

- An off-highway 1.3km greenway between the existing Trans Pennine Trail at Methley and the access track at the end of Pinders Green Walk at Methley Junction.
- Improved journey quality for cyclists by creating a more direct and traffic-free route.
- Completion of a missing link to the existing Trans Pennine Trail, and expanded connectivity with Castleford, Wakefield and Leeds.
- Support the overall increase of 300% more trips made by bike and 10% more walking trips by 2027.
- Health benefits as a result of the increased cycling uptake for short journeys or as part of a longer journey.
- Opportunities for inclusive growth through improved access to employment, skills and education for low income and vulnerable groups from deprived communities through the delivery of the greenway.
- The inclusive growth principle of better quality of life is nurtured with the uptake of cycling and walking to reduce traffic congestion and improve air quality and health.

Risks

4.53 The scheme risks include:

- **Statutory approvals not being granted in line with the delivery schedule** – The scheme promoter has secured planning permission and consent through an agreement with the landowner to grant access to the site. The promoter has used their experience of delivering similar projects to this scheme.
- **Issues concerning the transfer of land between two parties** - Legal advice has been received from Leeds City Council's legal team which states that the anticipation is that completion of acquisition will take place in the first quarter of 2020/21.
- **Delivery risk: change of governance structure** - Sustrans are to assume ownership of the scheme's delivery, costs and risks at activity 5 (full business case plus finalised cost) from RPL (and Wakefield Council's oversight). This transition is being managed through effective liaison between all parties which should mitigate any risks to the scheme's delivery.
- **Timetable: disruption of works due to adverse weather** – the programme has built in sufficient time to allow for any necessary slippage so as not to hinder the overall scheme completion date.

Costs

4.54 The scheme costs are:

- The total forecast scheme cost is £371,686.
- The Combined Authority is to fund the full £371,686 from the West Yorkshire plus Transport Fund. The scheme is affordable within the City Connect Phase 3 budget.
- £15,000 development costs were previously allocated and approved to progress the project to full business case stage, as per the grant funding agreement dated 14 January 2019. Spend to date has remained within this allocation, and there are no further development cost requirements for progressing the scheme to full business case with finalised costs since the remaining funding is adequate.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Investment Committee Decision: Combined Authority	25/06/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/09/2020

Other Key Timescales

- Construction is forecast to commence in September 2020
- Practical completion is forecast for March 2021

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs in this report. That the delivery programme remains within 3 months of the timescales in this report. That the benefit to cost ratio (BCR) does not fall below 1.

Project Responsibilities

Senior Responsible Officer	Andrew Norman, West Yorkshire Combined Authority
Project Manager	Mike Babbitt, Sustrans

Appraisal Summary

- 4.55 The strategic and socio-economic drivers for the Castleford Greenway Phase 4 are well established, with the scheme demonstrating strong alignment to the overarching City Connect programme objectives and ambitions. The scheme also complements the SEP priority 4 – ‘Infrastructure for Growth’ and good growth principles, together with supporting wider national, regional and local transport strategies and policies, as well as efforts to reduce emission across Leeds City Region. The proposals also support the Castleford Masterplan, in particular the Aire River Growth Corridor.
- 4.56 The commercial and management cases are suitably developed, with appropriate consideration given to the case for change, underlying local cycle demand and propensity to cycle in the Methley junction area, scheme deliverability, covering procurement as well as the existing governance and project delivery mechanisms in place for City Connect Phase 3 schemes. It is noted that the project management will change from activity 5 (full business case with finalised costs), with Sustrans assuming the management of risk, cost and delivery. The management case appraisal raised the need for an updated project programme to contain key decision-making milestones and an end date which will be addressed at the next stage.
- 4.57 The financial case adequately demonstrates a breakdown of the costs, as well as the scheme’s affordability based on current West Yorkshire plus Transport Fund allocations. The appraisal has highlighted the need for the promoter to confirm full expenditure to date which will be addressed at the next stage.
- 4.58 The value for money appraisal indicates a benefit to cost ratio of 4.80:1, judging the scheme as very high value for money. The economic case has been adequately developed, though its appraisal has highlighted areas for the promoter to address and provide supplementary data to address at the next stage. It is not believed to have a significant impact on the value for money position.

Recommendations

- 4.59 The Investment Committee recommends to the Combined Authority that:
- (i) The City Connect Phase 3: Castleford Greenway Phase 4 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £371,686 is given from the West Yorkshire Plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

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

Projects in Stage 3: Delivery and Evaluation



- 4.61 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.
- 4.62 There are no schemes requiring consideration at this assurance stage.

Decisions made by the Combined Authority

- 4.64 Since Investment Committee's meeting on 5 March 2020, a decision regarding the following scheme has been exercised. In order to expedite scheme delivery and to avoid delay (the next meeting of the Combined Authority is currently scheduled for June 2020) this decision was made by the Combined Authority on 16 April as the Investment Committee on 2 April was cancelled due to Covid-19.

Corridor Improvement Programme (CIP): A650 Newton Bar

- 4.65 The A650 Newton Bar scheme primarily involves the construction of a new signalised 'hamburger' roundabout (where the main road goes through the centre of the roundabout) and improvements to the approach roads, to support a more efficient transport network.
- 4.66 The Combined Authority approved this decision point 4 approval on 16 April to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with costs) giving indicative approval to the Combined Authority's contribution of £9.268 million towards a total project value of £9.353 million and approval of £350,000 development costs.
- 4.67 The Business Case Summary for this scheme at **Appendix 5**.

5 Financial implications

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

6 Legal implications

- 6.1 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.

7 Staffing implications

- 7.1 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.

8 External consultees

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

9 Recommendations

Active & Sustainable Travel in Leeds City Centre (Bishopgate)

- 9.1 That Investment Committee recommends to the Combined Authority that:
- (i) The Active & Sustainable Travel in Leeds City Centre (Bishopgate) package of schemes proceeds through decision point 2 (strategic outline case) and work commences on bringing individual schemes through at activity 3 (outline business case).
 - (ii) An indicative approval to the total package value of £39.5 million of which £39.5 million is being funded from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.
 - (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 Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

East Leeds Demands Responsive Transport

- 9.2 That Investment Committee recommends to the Combined Authority that:
- (i) The East Leeds Demand Responsive Transport scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £2.234 million, is given with the Combined Authority's funding contribution of £1.466 million (Leeds Public Transport Investment Programme (LPTIP) – £763,000, Local Transport Plan – Integrated Transport Block Programme - £703,000) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

City Connect Phase 3: Castleford Greenway Phase 4

9.3 The Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Phase 3: Castleford Greenway Phase 4 project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £371,686 is given from the West Yorkshire Plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

10 Background documents

10.1 None as part of this report.

11 Appendices

Appendix 1 - Background to Assurance Framework

Appendix 2 - Business Case Summary – Active & Sustainable Travel
Leeds City Centre

Appendix 3 - Business Case Summary – East Leeds DRT

Appendix 4 - Business Case Summary – City Connect Phase 3 Castleford

Appendix 5 - Business Case Summary - CIP A650 Newton Bar