

**Report to:** Transport Committee

**Date:** 15 May 2020

**Subject:** **Transforming Cities Update**

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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 checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

## 1. Purpose of this report

- 1.1 To provide an update on progress on the Transforming Cities Programme.
- 1.2 To seek feedback on the approach to Governance and oversight of the programme

## 2. Information

### Scope of the Programme

- 2.1 Forming part of the Government's Industrial Strategy and National Productivity Investment Fund the Transforming Cities Fund forms the next major Programme of transport infrastructure for our City Region and will be essential to reducing reliance on car travel and meeting the Leeds City Region commitment to become a net zero carbon city region by 2038. This will support better air quality, health and wellbeing outcomes for residents. Through improvements to bus quality and reliability as well as improving infrastructure for walking and cycling, we will create an attractive alternative to the private car and create more liveable places, driving up productivity through improved connections between urban centres and suburbs.

- 2.2 The SOBC was framed around three funding scenarios, Low, Core and High. These scenarios included a mix of schemes that were deliverable at different scales in the three scenarios as well as some schemes that were only funded in core and high scenarios.
- 2.3 The Programme is made up of 22 packages of schemes across West Yorkshire, and North Yorkshire (York, Selby, Craven and Harrogate). The programme is made up of schemes delivering a mix of public transport, cycling and walking infrastructure. It builds on the City Region's existing programmes including the West Yorkshire + Transport Fund and Leeds Public Transport Investment Programme (LPTIP).
- 2.4 The Prioritised programme of interventions will:
- Transform the bus offer by providing two new Park and Rides and new bus priority on 6 major bus corridors to create more reliable and faster bus journey times from deprived communities to key employment sites.
  - Transform our town and city centres for walking and cycling by delivering high quality CityConnect style infrastructure and improved sustainable access to rail stations in Leeds, Halifax, Huddersfield, Bradford, Wakefield, Harrogate, York, Skipton, and Selby
  - Transform the bus navigation and provision of bus travel information across the Core Bus Network in West Yorkshire
  - Provide a step change in the waiting environment at Heckmondwike, Cleckheaton, Bradford Interchange, Glasshoughton, and new bus interchanges with improved cycling and walking access in Dewsbury and Huddersfield
  - Significant improvements to walking and cycling by delivering high quality 'CityConnect' style infrastructure on 6 key corridors to housing and employment sites
  - Deliver a new White Rose Rail Station to accommodate future connectivity and employment growth
  - Enable direct sustainable access to major development sites, including White Rose Business Park, Olympia Park and York Central
  - Complement and prepare for High Speed2, Northern Powerhouse Rail and Transpennine Route Upgrade
- 2.5 Our Transforming Cities Fund Programme builds on our extensive experience of delivering transformational change in the City Region through large scale investment programmes such as West Yorkshire plus Transport Fund, CityConnect and LPTIP. Transforming Cities Fund will further integrate our transport network by filling strategic gaps to enable a significant increase in the take up of sustainable travel options.
- 2.6 In some cases, the TCF schemes take the form of enhancements and additional scope to existing TF and LPTIP projects or TCF will deliver projects that have had development work completed previously. However, the majority

of TCF schemes are new and have had little detailed development work completed to date.

### Progress towards Delivery

- 2.7 Following the Strategic Outline Business Case (SOBC) submission to DfT in November 2019, for the overarching programme, work has continued to develop the 22 packages of schemes across the programme in anticipation of the Funding announcement that was made as part of the Government's Budget statement on the 11<sup>th</sup> March 2020.
- 2.8 At its meeting in August 2019 the Combined Authority approved £3m from the West Yorkshire + Transport Fund's Transformational pot to fund TCF development in the short term. This was used to complete the work required to submit the final SOBC to DfT as well as enable individual packages of schemes to undertake early development work.
- 2.9 As required by the DfT the Transforming Cities Programme will be assured using the Combined Authority's Assurance Framework. To date all 22 packages of schemes have achieved approval at DP1 (Decision Point 1) of the Assurance Framework and eight packages of schemes have submitted Strategic Outline Cases (SOCs) for approval over the next quarter. The remainder of SOCs are expected to be submitted for appraisal by July 2020, with approvals programmed for October 2020.
- 2.10 Following Package SOC submissions and approvals, individual scheme Business Cases will be developed that will determine the delivery pathways and timescales with the first schemes forecast to be on site in early 2021.
- 2.11 Work is also underway to establish the Programme's Governance structures and reporting arrangements including the establishment of Programme and Project Boards as well understanding the approach to stakeholder engagement and management. Further details on Programme Governance is provided in paragraphs 2.15 to 2.19 below.
- 2.12 Given the constrained timescales for delivery of the Programme it is essential that development work continues, at pace, if projects are to achieve delivery by the DfT deadline of March 2023. Therefore, a separate report to the Combined Authority is being prepared that requests the release of a total of £17.781m to allow the Combined Authority and its Partners to source and appoint resources to undertake development work at scale as well as provide capacity to manage the programme overall. We will continue dialogue with the DfT as to the impact of the current Pandemic situation on the programme timescales for delivery.

### Funding Award and DfT Requirements

- 2.13 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317m from the DfT TCF fund to progress schemes against its 'low' scenario plus an additional £25m to be allocated across the programme reflecting the Partners priorities.

- 2.1 Through West Yorkshire's Devolution deal, also announced on 11<sup>th</sup> March 2020, in line with flexibility provided to other Mayoral Authorities, West Yorkshire Combined Authority will have scope to prioritise investments above this level. There remains an ambition, in West Yorkshire, to deliver the full TCF Programme and a funding strategy for those schemes in the core and higher scenarios is therefore being developed with Partners.
- 2.14 The DfT Grant Award letter detailed a number of expectations on the Combined Authority and its Partners in throughout the lifetime of the programme. These included:
- The Combined Authority given the ability to assure all Transforming Cities schemes locally irrespective of cost and must provide a revised framework in April
  - Annual reporting on delivery with an indicative list of WYCA's prioritised schemes by 20 April 2020
  - Commitment to revised design and delivery standards for cycling and walking infrastructure as issued by DfT
  - Adhere to branding guidelines
  - Engage with the DfT's national Monitoring and Evaluation framework for the fund.

#### Governance and Reporting Arrangements

- 2.15 As mentioned in paragraph 2.11 above work has been underway with partners through the Shadow Programme Board to shape the proposed governance and reporting arrangements for the programme. This includes the establishment of a Portfolio Board with membership made up of officers from the Combined Authority and Partner Councils as well as Thematic Programme Boards focussing on groups of projects providing infrastructure along 'Corridors', improving access to 'Places' and improving 'hubs and Interchange facilities.
- 2.16 The overarching approach is aligned to the existing Governance and reporting structures of the Combined Authority. This includes the requirements of the Assurance Framework with decision making powers being retained by the Combined Authority for Project and Programme approvals and delegations to the Investment Committee and the Managing Director as appropriate.
- 2.17 The DfT has detailed requirements around delivery against specific quality expectations, such as for cycling and walking design infrastructure. Therefore, further work is underway to understand how key stakeholders can be engaged in scheme development including opportunity for wider political oversight such as through the Transport Committee's thematic sub-groups.
- 2.18 It is suggested that regular updates on Programme delivery are provided to the Transport Committee to ensure that the programme remains aligned to the objectives set in the initial SOBC and the Transport Strategy. In addition, specific project issues or groups of common thematic issues and opportunities

are discussed with the sub-groups as and when required or requested. Frequency of these reporting arrangements is a matter for discussion and agreement by the Transport Committee.

- 2.19 Further consideration is also being given to key stakeholders being engaged on the programme through the establishment of Advisory Groups and Quality Panels, such has been utilised on other delivery programmes such as CityConnect.

### **3. Financial Implications**

- 3.1 There are no financial implications directly arising from this report.

### **4. Legal Implications**

- 4.1 There are no legal implications directly arising from this report.

### **5. Staffing Implications**

- 5.1 There are no staffing implications directly arising from this report.

### **6. External Consultees**

- 6.1 No external consultations have been undertaken.

### **7. Recommendations**

- 7.1 That the update on progress of the Transforming Cities Programme is noted
- 7.2 That the approach to Governance of the programme is noted and the suggested reporting arrangements to Transport Committee and its sub-groups is endorsed.

### **8. Background Documents**

West Yorkshire Transforming Cities Programme Strategic Outline Business Case <https://www.westyorks-ca.gov.uk/improving-transport/transforming-cities-fund/>

### **9. Appendices**

None.