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**Report to:** West Yorkshire Combined Authority

**Date:** 25 June 2020

**Subject:** **Capital Spending and Project Approvals**

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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 schemes being considered today were recommended by the West Yorkshire and York Investment Committee (the Investment Committee) on 13 May 2020 and 09 June 2020.

## **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 and evaluation is currently being undertaken, 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 are 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 Impact of Covid-19 pandemic on delivery of projects**

- 3.1 This is an unprecedented time and the Combined Authority, and our staff, consultants, contractors and suppliers are all having to adapt to new ways of working. Currently the impact that this has had on our programmes and projects is mixed, but a more positive picture is emerging. There were four projects which had been halted on site, but works have now re-commenced at both the Mytholmroyd and Hebden Bridge Park and Ride sites.
- 3.2 The main impact is on projects that were due to start on site either in March 2020 or in the first quarter of 2020/21, all of these are currently being delayed by a minimum of three months. Projects in development are progressing but delays due to a variety of factors are already beginning to impact on the assurance process timetables.
- 3.3 We have set up a tracker which looks to record impacts to each programme and project to try and understand the impact of coronavirus, which the Combined Authority and partners are regularly updating. Issues include:
- Working from Home: The Combined Authority, partners and consultants have in the main closed their offices and the majority of staff are now working from home. Staff at the Combined Authority able to access our ICT systems fully and our broadband connection capacity has been increased to cope with the additional traffic of staff being at home and to date all is working well and efficiently and productivity has not suffered. There are some difficulties being reported from partners but none from consultants; this is being monitored.
  - Contractors and suppliers: To date the majority of works that are on site are continuing as normal. However:
    - Availability of materials is becoming an issue, including the closure of quarries. We have had a few reports of delays in the supply chain.

- A number of projects are currently being tendered and there are reports of contractors not willing to tender in the current climate.
  - Consultation: Many projects are dependent upon consultation with the public. Although online methods are utilised it is common practice to hold public meetings to ensure transparency and equality. These cannot take place at present and therefore projects may be delayed until this consultation can take place.
  - Surveys: There are reports of these being delayed, which may in turn delay projects.
  - Resilience of partner infrastructure: e.g. some partners have been experiencing significant IT disruption across the board and operating a rota system in terms of access to emails and network files which is likely to cause delays to projects.
- 3.4 The effect on the level of expenditure on funding programmes for the financial year 2019/20 has been minimal. However, it is very likely that spend for this financial year (2020/21) will be lower than was originally expected. To that end, BEIS and DfT have been contacted to seek their support in helping us respond to the challenges posed by Covid-19 with regards extending reporting deadlines and managing possible delays to the programme. A holding response was received which stated that similar concerns had been raised by other LEP's and that a programme response is being considered. It also stated that work is being undertaken to consider the next steps for the Local Growth Fund 2021/22.
- 3.5 On a positive note, the Combined Authority and partners are exploring opportunities to bring forward specific works on site whilst traffic volumes are low.
- 3.6 The impact on other projects and programmes are considered later in this report.
- 3.7 The Combined Authority and partners are currently looking at how projects can aid the economic recovery once Covid-19 restrictions are eased.

## **4 Report**

- 4.1 This report presents proposals for the progression of 13 schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £288.003 million when fully approved, of which £ 259.765 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £11.516 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

<b>Scheme</b>	<b><u>Scheme description</u></b>
<p data-bbox="296 286 564 376"><b>Active &amp; Sustainable Travel in Leeds City Centre (Bishopgate)</b></p> <p data-bbox="296 398 373 421">Leeds</p> <p data-bbox="296 443 603 499">(13 May 2020 Investment Committee)</p>	<p data-bbox="635 286 1385 533">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="635 555 1385 768">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="635 790 1385 936">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 data-bbox="635 958 1385 1037">The package of schemes will be funded from the Transforming Cities Fund and Leeds Public Transport Investment Programme (LPTIP).</p> <p data-bbox="635 1059 724 1081"><b><u>Impact</u></b></p> <p data-bbox="635 1104 1385 1261">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 data-bbox="635 1283 1385 1709" style="list-style-type: none"> <li>• Address the existing accessibility problems at the station by pedestrianizing New Station Street</li> <li>• Dramatically improve the connectivity from the station to key areas of the city through the installation</li> <li>• Segregated cycle lanes in Neville Street and Dark Neville Street</li> <li>• Drive the shift towards increased use of sustainable transport through the development of the multimodal transport interchange</li> <li>• 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</li> <li>• Improve the image of the station and turn it into a key city destination</li> </ul> <p data-bbox="635 1731 845 1753"><b><u>Decision sought</u></b></p> <p data-bbox="635 1776 1385 1865">Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p data-bbox="635 1888 1129 1910">Total value of the Package - £39.5 million</p> <p data-bbox="635 1933 1318 1955">Total value of Combined Authority funding - £ 39.5 million</p> <p data-bbox="635 1977 1165 2000">Funding recommendation sought - £0 million</p>

<p><b><u>Scheme</u></b> A641 Bradford-Brighouse-Huddersfield Corridor</p> <p><b><u>Location</u></b> Calderdale / Kirklees  (09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b> The A641 forms part of the Key Route Network between Huddersfield and Bradford and provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644). The scheme comprises of a series of interventions proposed for delivery in Brighouse town centre and along the A641 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund.(WY+TF)</p> <p><b><u>Impact</u></b> The scheme seeks to deliver accessibility and connectivity improvements by introducing better walking and cycling facilities and bus priority measures within Brighouse town centre and along the A641 corridor. Additionally, the scheme will make enhancements to the highway capacity with improvements to selected junctions, ring roads and roundabouts, and deliver new highway links.</p> <p>The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality. The scheme will also unlock land for employment and sustainable housing growth in the south east Calderdale area and support delivery of the Clifton Enterprise Zone.</p> <p>It will also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education, and housing to and from Brighouse town centre and the associated routes along the A641 corridor.</p> <p>The value for money assessment reflects a medium to high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b> Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £95.1 million Total value of Combined Authority funding - £75.5 million Funding recommendation sought - £1.335 million</p>
<p><b><u>Scheme</u></b> 'Connecting Leeds' from South Leeds and through Wakefield (A61 South)</p> <p><b><u>Location</u></b> Leeds, Wakefield  (09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b> The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) package focuses on improving public transport, particularly buses, as well as walking and cycling, to meet the extra demand from new homes and jobs planned within areas along the corridor.</p> <p>The package includes measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, junction improvements, improvement of safety and prioritisation of sustainable modes of travel, improvements to signal technology at junctions, incorporating bus priority</p>

	<p>changes, expanding the cycle network through cycle lanes and cycleways, formalisation of car parking, build out of bus stops and footway widening.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The package presents an opportunity to address the transport-related issues along the corridor and to extend the positive impact of improvements that have recently come forward as part of the 'Connecting Leeds' programme.:</p> <p>The package will lead to quicker and more reliable bus journeys along the corridor for new and existing users, reducing congestion and making better use of road space and therefore reducing car use and contributing in addressing the climate emergency. It will also provide better access to schools and places of work whilst having a positive impact on economic growth resulting in more jobs and investment in the surrounding areas.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the Package - £7.000 million</p> <p>Total value of Combined Authority funding - £7.000 million</p> <p>Funding recommendation sought - £0</p>
<p><b><u>Scheme</u></b></p> <p>Active and Sustainable Interchange for Harrogate</p> <p><b><u>Location</u></b></p> <p>Harrogate</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The Active and Sustainable Interchange for Harrogate package seeks to address the economic imbalance in Harrogate due to low value local jobs/economy and a highly skilled/educated resident population.</p> <p>The package will provide a 21st century gateway, responding to the current and future (projected) high usage of Harrogate Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. The package will also encourage a greater use of cycling as a means of travel.</p> <p>The package will be funded from the Transforming Cities Fund and potential match funding has been identified from North Yorkshire County Council and Harrogate Borough Council.</p> <p><b><u>Impact</u></b></p> <p>The package is key to better connecting people to economic and education opportunities by improving cycling and other active travel infrastructure (including between Harrogate and Knaresborough), as well as Harrogate Railway Station (and associated public realm improvements).</p> <p>The package provides an opportunity to address congestion and journey time reliability issues by creating quicker access into Harrogate bus station and maximising rail franchise renewals therefore promoting sustainable transport access and ensuring that public transport and cycling becomes more attractive modal choice. This will directly support development</p>

	<p>of an appealing town centre environment with new employment and retail space.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the Package - £8.443 (subject to match funding)</p> <p>Total value of Combined Authority funding - £7.893 million</p> <p>Funding recommendation sought - £0 million</p>
<p><b><u>Scheme</u></b></p> <p>TCF Active and Sustainable Travel across Skipton Town Centre</p> <p><b><u>Location</u></b></p> <p>Craven</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The package will provide a 21st century gateway, responding to the current and future (projected) high usage of Skipton Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. The package will particularly improve access to the station for cyclists and pedestrians.</p> <p>Skipton Station is the second busiest in North Yorkshire, and projections show significant future growth. However, its existing public realm and accessibility result in a poor-quality Transport Gateway. The Active and Sustainable Travel across Skipton Town Centre package is key to enhancing the station's status as a strategically important sustainable transport gateway, better connecting people to economic and education opportunities.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The package presents an opportunity to transform the access arrangements to the railway station and enhancements to the public realm by improving the pedestrian provisions between rail station, bus station and town centre. The package also focuses on replacement of the Gallows Footbridge over Leeds Liverpool canal and developing the developing the Broughton road active travel corridor.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the Package - £5.808 (subject to match funding)</p> <p>Total value of Combined Authority funding - £5.803 million</p> <p>Funding recommendation sought - £0 million</p>
<p><b><u>Scheme</u></b></p> <p>Active and sustainable travel to Selby Gateway</p> <p><b><u>Location</u></b></p> <p>Selby</p>	<p><b><u>Scheme description</u></b></p> <p>The package will be comprised of an enhanced public realm, walking and cycling routes, and an improved gateway experience at the Selby Rail Station. The package will provide better connectivity; maximising use of rail and bus services, whilst also increasing sustainable travel, supporting the town centre, and easing pressure on the local transport network (reduced traffic volumes will also enhance air quality).</p>

<p>(09 June 2020 Investment Committee)</p>	<p>The package will be funded from the Transforming Cities Fund, and potentially match funded by North Yorkshire County Council and Network Rail.</p> <p><b><u>Impact</u></b></p> <p>Central to the package is helping the station attain 'gateway' status supporting cross-boundary commuting offering an enhanced rail user experience and reduce relative deprivation by providing better access to employment opportunities. This package will also provide the opportunity in linking the rail station and town centre by encouraging modal shift reducing greenhouse gas emissions which will help in improving the air quality and reducing carbon impact.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the Package - £17.465 (subject to match funding)</p> <p>Total value of Combined Authority funding - £17.465 million</p> <p>Funding recommendation sought - £0 million</p>
<p><b><u>Scheme</u></b></p> <p>'Connecting Leeds' towards Castleford and the Five Towns (A639)</p> <p><b><u>Location</u></b></p> <p>Leeds, Castleford, Pontefract</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The Connecting Leeds towards Castleford &amp; The Five Towns (A639) package is key to ensuring the extra demand for public transport, particularly buses, as well as walking and cycling measures, is met.</p> <p>The A639 corridor is an important route between Leeds city centre and Pontefract via south Leeds, with the number of homes and jobs set to increase further. It currently suffers from traffic congestion, air pollution and poor access to public transport and active travel facilities.</p> <p>The package includes combinations of measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, changes to on-street car parking, junction improvements and traffic signal upgrades, expanding the cycle network through cycle lanes and cycleways and improving access to employment and interchanges.</p> <p>The package will be funded from the Transforming Cities Fund (TCF).</p> <p><b><u>Impact</u></b></p> <p>The package presents the opportunity to enable reduced car use, by its delivery of the following:</p> <ul style="list-style-type: none"> <li>• Improved access to employment by bus, walking and cycling.</li> <li>• Improved bus journey times.</li> <li>• Reduction in the variation in bus journey times.</li> <li>• Improved access to bus stops.</li> <li>• A new bus interchange hub at Glasshoughton.</li> <li>• Improved facilities for cyclists.</li> <li>• Improved safety for all users.</li> </ul>

	<ul style="list-style-type: none"> <li>• Improved air quality.</li> </ul> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the package - £10.9 million</p> <p>Total value of Combined Authority funding - £10.9 million</p> <p>Funding recommendation sought – £0</p>
<p><b><u>Scheme</u></b></p> <p><b>East Leeds Demand Responsive Transport Leeds</b></p> <p>(13 May 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></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"> <li>• East Leeds – Aire Valley (providing links to East End Park, Cross Green and Richmond Hill) and providing links to employment locations outside the zone including Leeds Bus Station, Asda (Killingbeck) and Morrisons (Hunslet).</li> <li>• East Leeds – Cross Gates and East Leeds Extension site</li> </ul> <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><b><u>Impact</u></b></p> <p>The ELDRT services during its pilot will:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• provide enhanced public transport connections across Leeds to link into existing radial bus corridors.</li> </ul> <p><b><u>Decision sought</u></b></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><b><u>Scheme</u></b> City Connect: Cross Church Street</p> <p><b><u>Location</u></b> Kirklees</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The Cross Church street 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. The scheme will see delivery of a 0.33km route in Huddersfield town centre of which a key feature is the transformation of Cross Church street (and Queens street) from a motorised route to one to benefit pedestrians and cyclists.</p> <p>The scheme is to be delivered through the City Connect Phase 3 programme, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme is predicted to decrease motorised vehicle traffic by 90%, and as a result of the proposed scheme design, it is forecast to deliver journey time savings for cyclists travelling southbound, improve accessibility and connectivity to education, retail and public transport (bus and rail), and contribute to an increase in pedestrian footfall, supporting retail and economic growth.</p> <p>The scheme supports inclusive growth of a better quality of life by enhancing the urban environment and streetscape; supporting improved air quality with a significant removal of motorised vehicles and will encourage walking and cycling.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 3.89:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £2.090 million Total value of Combined Authority funding - £1.291 million Funding recommendation sought - £180,000</p>
<p><b><u>Scheme</u></b> Halifax Station Gateway</p> <p><b><u>Location</u></b> Calderdale</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme includes the construction of a new two-storey station building and pedestrian bridge improving connections to Halifax Town Centre. It will also involve re-opening the underpass connecting the station to the eastern side of the railway and the Nestle site, changes to the Nestle site to provide connections into the Hebble Trail and the creation of amenity space. To the south the arrangements for parking and access to the Eureka! visitor attraction will be reconfigured to allow for changes in parking at front of the new station.</p> <p><b><u>Impact</u></b></p> <p>Along with physical improvements to the station and the surrounding area, the scheme aims to improve accessibility</p>

	<p>and perceptions of the town, promote rail use as well as interchange with other transport modes (especially bus and cycling and walking ) and encourage investment in development sites around the station through improved public spaces. These should, in turn, have wider environmental and carbon impact benefits.</p> <p>The scheme was assessed to have a 'high' value for money, though this assessment is sensitive to forecasts of passenger numbers.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £33.621 million (subject to match funding)</p> <p>Total value of Combined Authority funding - £27.10 million, consisting of £10.60 million from WY+TF and £16.50 million from TCF.</p> <p>Funding recommendation sought - £4.031 million</p>
<p><b><u>Scheme</u></b></p> <p>Leeds City Centre Package: Armley Gyratory</p> <p><b><u>Location</u></b></p> <p>Leeds</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The Armley Gyratory scheme brings together a package of interventions to reconfigure the highway network at the gyratory junction and associated routes. This includes the realignment of existing highway, a new northbound link through the centre of the gyratory, a revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm, increased capacity on A643 between the railway bridge and the gyratory (increasing from 3 lanes to 5), revised signal arrangements, improved active mode (walking and cycling) provision around the circumference of the gyratory, and a new shared space and active mode route across the central gyratory.</p> <p>The Investment Committee of 09 June 2020 agreed to extend the scope of the Leeds City Centre to include works required to the A64 Regent Street Bridge.</p> <p>The scheme is to be delivered through the Leeds City Centre Package (CCP) programme, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>Scheme delivery is anticipated to increase the capacity on the Leeds Inner Ring Road and M621 orbital route and capacity improvements between Junctions 1 - 4 and Junction 7 M621. As a result, this will reduce through-traffic in the city centre, including the South Bank, creating a quality environment attractive to development. The scheme will also encourage walking and cycling</p> <p>The scheme supports inclusive growth and a better quality of life by improving the accessibility and connectivity to employment, education and retail by reducing congestion levels at the Armley Gyratory junction, and by re-routing traffic away from the centre, the opportunity to enhance the public transport and Leeds City Centre</p>

	<p>The value for money assessment reflects a benefit cost ratio (BCR) of 2.58:1, judging the scheme as High value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £61.5 million</p> <p>Total value of Combined Authority funding - £40.5 million</p> <p>Funding recommendation sought - £5.08 million</p>
<p><b><u>Scheme</u></b></p> <p>CIP Phase 1 Holmfirth Town Centre</p> <p><b><u>Location</u></b></p> <p>Holmfirth</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme comprises of a series of measures along the A6204/A635 and Holme Valley route including the rationalisation and upgrading of the existing signal-controlled junctions, widening of footways, improvements to pedestrian crossings, public realm and bus stops, and the inclusion of electric vehicle charging points. These measures will help in resolving issues such as conflicts between turning movements, resulting in high congestion levels constraining economic growth of the local area.</p> <p>The scheme is wholly funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>Scheme delivery is anticipated to reduce journey times and improve journey reliability for all modes, reducing congestion and improving accessibility to Holmfirth. Additionally, it will improve the walking provision, better facilitate pedestrian movement, and enhance the public realm / streetscape.</p> <p>The scheme supports inclusive growth principle of a better quality of life by reducing congestion and improving air quality, and through enhancing connectivity and walking provision in the town centre for pedestrians, encouraging active travel.</p> <p>The value for money assessment presents an adjusted benefit to cost ratio (BCR) of 5.51:1, judging the scheme as Very High value for money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case is to be undertaken during the next stage of business case development.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £3.97 million</p> <p>Total value of Combined Authority funding - £3.97 million</p> <p>Funding recommendation sought - £0.89 million</p>
<p><b><u>Scheme</u></b></p> <p><b>City Connect Phase 3 - Castleford Greenway Phase 4</b></p>	<p><b><u>Scheme description</u></b></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</p>

<p>Leeds (13 May 2020 Investment Committee)</p>	<p>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><b><u>Impact</u></b></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><b><u>Decision sought</u></b></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>
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- 4.2 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
- The progression of a scheme through a decision point to the next activity.
  - Indicative or full approval to the total value of the scheme funding requested.
  - The Combined Authority's entry into a funding agreement with the scheme's promoter.
  - The assurance pathway and approval route for future decision points.
  - The scheme's approval tolerances.
- 4.3 This report provides information required to enable the Combined Authority to approve each of the above elements.
- 4.4 Since the Combined Authority's meeting on 16 April 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 Investment Committee.

<p><b><u>Scheme</u></b> Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth</p> <p><b><u>Location</u></b> West Yorkshire (09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The programme brings together three schemes– Safety and Security, Bus Shelters and Invest to Save. This scheme aims to improve overall provisions and facilities within bus stations and bus shelters across West Yorkshire for the safety and comfort of both passengers and staff and to encourage an increase in bus patronage,</p> <p>The repairs and improvements will involve updating or installing new infrastructure including brush barriers, pedestrian barriers, help points, tactile signage, CCTV and warning beacons at various bus stations and bus shelters.</p> <p>This programme aligns with the Combined Authority’s corporate priorities of boosting productivity, tackling the climate emergency, enabling inclusive growth and delivering 21<sup>st</sup> century transport.</p> <p>This programme will be funded from the Local Transport Plan- Integrated Transport Block fund.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £1.9 million</p> <p>Total value of Combined Authority funding - £1.9 million</p> <p>Funding recommendation sought - £0.438 million</p>
<p><b><u>Scheme</u></b> Monitoring, Evaluation and Bid Development</p> <p><b><u>Location</u></b> Leeds City Region</p> <p>(09 June 2020 Investment Committee)</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme consists of a range of monitoring, evaluation and bid development activities to support delivery of the West Yorkshire Transport Strategy 2040 and its ambition to create a modern, world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable.</p> <p>The scheme is part of a five-year programme and builds on work started in 2017 and includes:</p> <ul style="list-style-type: none"> <li>• Camera-based surveys of movements of people and goods and environmental surveys including air quality and noise to support the new Healthy Streets Demonstration project</li> <li>• Annual tracker surveys, recording levels of satisfaction with public transport</li> <li>• Renewal of software licences, including the Basemap Highways Analyst tool, which increases understanding of congestion on the region’s highways</li> <li>• Active Travel Dashboard, which combines various cycling and walking data for monitoring studies and bid development</li> </ul> <p><b><u>Decision sought</u></b></p> <p>Activity 5 Change Request to spend the indicative allocation of £0.45 million, approved by the Combined Authority on 25 April 2019.</p>

	Total value of the scheme - £0.750 million
	Total value of Combined Authority funding - £0.750 million
	Funding recommendation sought - £0.450 million

### **Transforming Cities Fund (TCF) Funding**

- 4.5 The TCF Programme Strategic Outline Business Case (SOBC), as submitted to DfT in November 2019, 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.
- 4.6 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT TCF fund to progress all schemes against its 'low' scenario, including those in North Yorkshire (York, Selby, Harrogate and Carven), plus an additional £25 million to be allocated across the programme reflecting the Partners priorities.
- 4.7 Through West Yorkshire's Devolution deal, also announced on 11 March 2020, in line with flexibility provided to other Mayoral Authorities, West Yorkshire Combined Authority will have scope to prioritise investments above this level. A funding strategy for those schemes in the core and higher scenarios is therefore being explored with partners.
- 4.8 Currently, this funding strategy has not been fully developed and therefore only the 'low' scenario funding is available. Therefore, the indicative approvals in this report reflect the 'low' scenarios. However, as reported to Investment Committee on 15 May 2020 (Transforming Cities Fund – Progress Update) an over programming strategy is being progressed, with all schemes across the high funding scenario in West Yorkshire continuing to be developed up to the point of OBC. For information, the values of all three funding scenarios are included in this report. For schemes that reach OBC prior to the funding strategy being agreed, a recommendation as to what scenario should be developed will be made on a scheme by scheme basis.
- 4.9 The Investment Committee recommended to the Combined Authority on 15 May 2020 (Transforming Cities Fund – Progress Update) the following recommendations:
- (i) £11.851m of TCF funding is approved to repay development costs incurred by partners and enable further development work on the projects within the programme as per Appendix A to enable progression to their next Decision Points of the Assurance Framework.
  - (ii) Up to £3m TCF funding is approved, to re-pay spend incurred to date on early development work, previously approved from the Transport Fund Transformational Pot.
  - (iii) The Combined Authority enters into Funding Agreements with partners for expenditure as detailed in Appendix A plus the spend incurred to date

on early development work, previously approved from the Transport Fund Transformational Pot from the Transforming Cities Fund.

- (iv) The £4.930m TCF Programme Management allocation is approved to enable the Combined Authority to effectively undertake Programme Management functions for the lifetime of the TCF funded programme.
- (v) The £1.00m TCF Benefits Realisation allocation is approved, to enable the Combined Authority to provide monitoring and evaluation of the overall programme in line with DfT expectations

### **Transforming Cities Fund (TCF) BCRs**

- 4.10 The Government approved the LCR TCF programme on the basis that it would deliver a Benefit Cost Ratio (BCR) of between 1.5 (representing Low Value for Money) and 2 (representing Medium Value for Money) when assessed using the DfT's Transport Appraisal Guidance (TAG).
- 4.11 It is recognised that individual scheme BCRs may fall outside these values for money categories as business cases are further refined and progress through the assurance process.
- 4.12 These will not be reported at Strategic Outline Case (SOC), but at Outline Business Case (OBC) as the SOC in the main deals with the strategic case and the OBC the economic case.
- 4.13 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users. However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making.

### **Emergency Active Travel Funding**

- 4.14 On 09 May government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment across England in walking and cycling over the next 5 years. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The £25 million remainder will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.
- 4.15 An indicative total allocation of up to £12.567 million has been confirmed for West Yorkshire, split into two tranches. The first tranche of £2.513 million will

be made available in the near future but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered, that meet the level of ambition expected by government. In metropolitan areas, these plans are expected to be submitted by the relevant Combined Authority, and an application for this funding was submitted by the Combined Authority to Government by the deadline of 5 June.

- 4.16 The West Yorkshire Councils are already progressing plans to support the recovery from Covid-19 through improved provision for walking, cycling and access to public transport, including the introduction of trial and temporary measures to manage and reallocate road space. The Emergency Active Travel funding allocated by government will form part of the funding available to deliver these plans and a programme of interventions to be delivered immediately has been developed as part of the application to government for the funding, focussing on “pop-up” or trial interventions that can be rapidly implemented to respond to the COVID19 crisis.
- 4.17 These interventions have been identified in line with updated statutory guidance published by government on road space reallocation and include improved cycle facilities on key routes; creation of more safe space for walking whilst enabling people to access shops and public transport safely; improvements to enable children to walk and cycle to school more safely; restrictions on motor traffic to create pedestrian and cycling zones; cycle parking, and supporting measures to enable behaviour change, to provide information to businesses and individuals to promote active travel as a mode of choice.
- 4.18 The funding will be spent by the five West Yorkshire partner councils and the Combined Authority on schemes identified to introduce trial and temporary measures to manage and reallocate road space to support safe walking and cycling, and access to public transport ,supported by measures to enable behaviour change.
- 4.19 The Investment Committee recommends to the Combined Authority that:
- (i) The Emergency Active Travel Funding work commences on Activity 6 (Delivery).
  - (ii) Approval for the expenditure of DfT Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £2.513 million, but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
  - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partner councils is delegated to the Managing Director.

## **5 Information**

- 5.1 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**.
- 5.2 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.
- 5.3 All the schemes set out in this report have been considered by the Investment Committee on 13 May 2020 and 09 June 2020.

## **Projects in stage 1: Eligibility**



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

<b>Project Title</b>	<b>Active &amp; Sustainable Travel in Leeds City Centre (Bishopgate)</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

### **Background**

- 5.6 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.
- 5.7 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.

- 5.8 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.
- 5.9 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
- 5.10 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.
- 5.11 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

- 5.12 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.
- 5.13 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

## **Outputs, Benefits and Inclusive Growth Implications**

5.14 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**

5.15 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

5.16 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

5.17 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

5.18 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.

- 5.19 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.
- 5.20 The railway station element offers 'Poor VfM' at this stage of appraisal but 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.
- 5.21 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**

- 5.22 The 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 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.

<b>Project Title</b>	<b>A641 Bradford-Brighouse-Huddersfield Corridor</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.23 The A641 is part of the West Yorkshire Key Route Network. It is a key route connecting Huddersfield, Brighouse and Bradford, and in conjunction with the stretch of the A644 to M62 junction 25, has a pivotal role to play in facilitating the economic growth aspirations of Calderdale, Kirklees and Bradford.
- 5.24 The highway network along the corridor is car dominated and with poor provision for active mode travel (pedestrian and cycling), resulting in high levels of congestion affecting journey times along the route as well as inter-settlement movements in the areas surrounding Brighouse. The corridor also suffers environmental issues relating to impacts of flooding.
- 5.25 At activity 2 (strategic outline case), the business case presents a series of interventions that can be delivered to address the issues identified. The interventions within Brighouse town centre focus on supporting active mode travel (walking and cycling) and multi modal travel, with enhancement to the public realm, pedestrian connectivity to the rail station, and a revised bus priority route through the town centre – whilst interventions along the highway network of the A641 corridor and associated routes include junction, ring road and roundabout improvements, traffic signal upgrades, new highway links, and flood alleviation measures.
- 5.26 The scope of the highway network, however, does also include improvements dedicated to public transport (bus) and active mode travel (walking and cycling), with introduction of bus priority signals at certain junctions where bus speeds are noticeably low, and the provision of segregated cycling and better walking and crossing points along the corridor.
- 5.27 As a result of the combination of interventions proposed, scheme delivery is anticipated to improve journey times and journey reliability for all modes, improve accessibility and connectivity to encourage multi modal travel,

safeguard and enhance the natural environment, and contribute to carbon reduction - improving air quality.

- 5.28 The scheme will also unlock land for employment and sustainable housing growth, adapting the highway network to support delivery of access and through roads at the Clifton Enterprise Zone site, and two new housing sites in South East Calderdale as part of the Garden Suburbs, forecast to deliver over 3200 new homes by 2032.
- 5.29 The scheme comes forward at activity 2 (strategic outline case) with a total cost estimate of up to £95.1 million, with a West Yorkshire plus Transport Fund allocation of up to £75.54 million. It is anticipated that significant developer contribution will be secured as match, with the level of contribution from the West Yorkshire plus Transport Fund and developers to be determined upon identification of the scope of the preferred option scheme at activity 3 (outline business case).
- 5.30 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

- 5.31 Clean growth will be achieved through the provision of new and upgraded services and infrastructure that promote greener ways of travelling, for instance to locate the Garden Suburbs housing sites near current and future places of employment, accessible by walking or cycling.
- 5.32 It should also be noted that delivery of new highway links will include provision for active modes and public transport, and these will be designed with priority in mind.
- 5.33 The further development of the scheme will examine possible technological aspects, such as electric vehicle charging points and provision of real time public transport information.
- 5.34 Work to demonstrate forecast carbon savings as a result of scheme delivery, and the adoption of green principles into the construction works programme will be provided at outline business case.

### **Outputs, Benefits and Inclusive Growth Implications**

- 5.35 The scheme outputs and benefits are highlighted below. It should be noted that SMART targets will be developed once detailed modelling is undertaken at activity 3 (outline business case):
- Improve journey times and reliability for all modes to facilitate good growth.
  - Unlock land for employment and sustainable housing growth in the South-East Calderdale area, facilitating the development of Clifton Enterprise Zone and the Garden Suburbs.

- Improve accessibility and connectivity to facilitate and increase the attractiveness of multi modal travel.
- Safeguard and enhance the natural and built environments.
- Contribute to carbon reduction, air quality improvements and congestion mitigation.
- The value for money assessment reflects a medium to high value for money classification range for the combination of packages presented at strategic outline case when assessed against the Department for Transport's value for money criteria. The benefit to cost ratio (BCR) to support the value for money assessment will be refined following further appraisal at outline business case.
- Scheme delivery will support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education, and housing to and from Brighouse town centre and the associated routes along the A641 corridor. As a result, the scheme also promotes active mode travel and the associated health benefits and encourages modal shift from the car which will reduce congestion levels and improve air quality in the surrounding area.

## **Risks**

5.36 The scheme risks include:

- The Calderdale Local plan is not adopted to the same timescales or a strategic change of direction happens that does not promote growth in South East Calderdale. To be mitigated through continued involvement in master planning exercises related to Garden Suburbs that will form part of the Local Plan evidence base, with submission of documents such as the signed Memorandums of Understanding and Statements of Common Ground to strengthen the case of the Local Plan strategy.
- Complexity of land ownership makes negotiations around acquisition more costly and/or lengthy, impacting scheme affordability and deliverability. To be mitigated through early communications with landowners and developers to understand issues early and formulate a plan to resolve them.
- Major flood events in Brighouse becoming more frequent cause a rethink in priorities related to types of intervention or growth aspirations. None at present beyond continued working with the Environment Agency to jointly deliver flood alleviation schemes and enhance flood mitigation measures within elements of the A641 scheme.

## **Costs**

5.37 The scheme costs are:

- The total scheme cost estimate at activity 2 (strategic outline case) is up to £95.1 million.
- The strategic outline case reflects a West Yorkshire plus Transport Fund contribution of £65.1 million, however it is accepted the scheme has access to up to £75.54 million from the West Yorkshire plus Transport Fund as confirmed by the recent transport fund re-baseline exercise.
- Significant developer contribution will be sought as match, with the level of contribution to be determined upon identification of the preferred option scheme and following a detailed master planning exercise at activity 3 (outline business case)
- The scheme secured approval of £0.794 million to support strategic outline case development costs, and now seeks an additional approval of £1.335 million to support outline business case costs, taking the total approval to £2.129 million.
- The Combined Authority to enter into an addendum to the existing funding agreement with Calderdale Council for expenditure up to £2.129 million from the West Yorkshire plus Transport Fund.

**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	31/12/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/12/2023
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/06/2024

**Other Key Timescales**

5.38 Following approval of the outline business case (decision point 3) forecast for December 2021, it is anticipated that the scheme will come forward in four phases to support project delivery dates, with submission at activity 4 (full

business case) across 2023. The four packages have been classified as Town Centre, Greenways, Cross Boundary and Minor Works, and Strategic Links.

- 5.39 Approval of Combined Authority funding at decision point 5 (full business with finalised costs) for all four packages is estimated to conclude by June 2024, with practical completion of all four phases forecast for December 2025.

### Assurance Tolerances

<b>Assurance tolerances</b>
That any cost increase remains within 10% of that set out.
That the delivery timescales remain within 6 months of that set out.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Steven Lee
<b>Project Manager</b>	Hollie Good
<b>Combined Authority case officer</b>	Asif Abed

### Appraisal Summary

- 5.40 Appraisal of the strategic outline case is satisfied that amongst the combination of packages presented, there is scope for a preferred option scheme to be developed at outline business case (activity 3) which supports the ambitions of the transport fund and associated local and regional transport policies and strategies.
- 5.41 It is however recommended that the optioneering exercise as part of the economic case is redone to ensure the options assessment reviews packages in which the combination of interventions are complimentary and better demonstrate plausible solutions to support delivery of the desired objectives, rather than reflecting isolated interventions coupled together.
- 5.42 The financial case is adequately presented and provides a reasonable understanding of the cost estimates at strategic outline case stage, supported by an affordability statement which highlights early feasibility work on the potential developer contribution that could be secured, with the level of contribution from the West Yorkshire plus Transport Fund and developers to be determined by the preferred option scheme scope.
- 5.43 Appraisal considers the commercial and management case as satisfactory, with expectancy that elements within the respective cases are worked up and refined at outline business case, including a refined delivery programme detailing the mechanics behind phasing the scheme into four phases at activity 4 (full business case).

### Recommendations

5.44 The Investment Committee recommends to the Combined Authority that:

- (i) The A641 Bradford Huddersfield Corridor project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £75.54 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £95.1 million.
- (iii) Additional development costs of £1.335 million are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £2.129 million.
- (iv) The Combined Authority enter into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £2.129 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.

<b>Project Title</b>	<b>'Connecting Leeds' from South Leeds and through Wakefield (A61 South)</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.45 This package 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.
- 5.46 The A61 corridor is an important route between Leeds city centre and Wakefield via south Leeds. The corridor suffers from traffic congestion, slow bus speeds and poor bus service reliability, air pollution, poor access to bus stops and a lack of cycle routes. The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) package is key to improving public transport, particularly buses, as well as walking and cycling, to meet the extra demand from new homes and jobs planned within areas along the corridor.
- 5.47 Central to this package is the investment in sustainable transport infrastructure support the ambition to connect deprived communities with employment opportunities. The proposals for this investment are:
- New bus and cycle lanes
  - Upgrade existing signals junction to provide bus priority
  - New traffic-controlled junction, including pedestrian crossings and bus priority
  - Changes to routing and improvements to bus stops along the corridor
  - Formalise car parking along extended sections of the corridor

- General improvements to pedestrian (e.g. footway, dropped kerb & crossing improvements) & bus accessibility (e.g. boarders & clearways) to bus stops on the corridor

5.48 The scheme is divided into 2 sections; 1 of which spans approximately 5 miles between the Leeds Valley Park Business Park and Newton Hill Roundabout, north of Wakefield; and 1 which is located along a two-mile stretch south of Wakefield, between the A61 / A638 junction and the A61 / Standbridge Lane junction.

5.49 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.50 This package will reduce the number of car journeys along this corridor, thereby reducing emissions and improving air quality. It will also encourage other active modes of transport including cycling and walking.

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

### **Outputs, Benefits and Inclusive Growth Implications**

5.52 Overall Package outputs and benefits will include:

- Improved air quality - through the reduction in general traffic
- Improved access to employment by bus, walking and cycling
- Improved bus journey times – through enhanced traffic signal and 'intelligent' bus priority control
- Improved quality of pedestrian infrastructure, including access to bus stops
- Improved facilities for cyclists – through dedicated cycle lanes
- Improved network safety for all users

### **Risks**

5.53 The key risks include:

- Package costs increase from early estimates – mitigated by appropriate contingency and risk inclusion at an early stage, reviewing throughout the process and obtaining detailed survey information as early as possible.
- Transfer of package design from Development to Delivery Partners – mitigated by having a single business case owner from SOC to FBC to ensure knowledge transfer, as well as having early contractor involvement in preliminary design to facilitate seamless transfer.

- Public/stakeholder objections to proposals given likely impact on car users, disruption to road network during construction period and business/property owners – mitigated by public consultation from an early stage and throughout.
- Environmental constraints including Tree Preservation Orders (TPO) – mitigated through investigating whether any trees along the route are subject to TPOs.

## Costs

5.54 The total package value under the 'low' scenario is £7 million. The package value under the 'core' scenario is £7 million and the 'high' scenario is £11.639 million. The detail of the interventions will be determined at the next stage of assurance process once more detailed design has been undertaken and over programming strategy is refined.

## 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: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/03/2022

## Other Key Timescales

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

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

Senior Responsible Officer	Andrew Hall, Leeds City Council
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<b>Project Manager</b>	Paul Roberts
<b>Combined Authority case officer</b>	Ian McNichol

## **Appraisal Summary**

- 5.56 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 on the A61(S) are clearly set out and provide an evidence-base to the rationale of the package. Some further work will be required at the next stage of the assurance process to set out the requirements for service changes needed to satisfy the package objectives. In addition, some further work will also be required to assess the feasibility of the benefits associated with the package's forecast outcomes.
- 5.57 At present the wider package level benefits comprise of active mode and bus user benefits, as well as highway user dis-benefits. Further work will be required at the next stage of the assurance process to refine scheme benefits, particularly in terms of productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 5.58 Wider package benefits have been identified for assessment at the next stage, including productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 5.59 Further work is required at the next stage of the assurance process to understand how appraisal conclusions were reached, particularly for the appraisal of the short list of options. In addition, the assessment of wider benefits should be considered to strengthen the VfM position.

## **Recommendations**

- 5.60 The Investment Committee recommends to the Combined Authority that:
- (i) The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
  - (ii) An indicative approval to the total package value of £7 million is given 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.

<b>Project Title</b>	<b>Active and Sustainable Interchange for Harrogate</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.61 This package 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.
- 5.62 The Active and Sustainable Interchange for Harrogate package is key to better connecting people to economic and education opportunities by improving cycling and other active travel infrastructure (including between Harrogate and Knaresborough), as well as Harrogate Railway Station (and associated public realm improvements).
- 5.63 A core element of the package consists of improvements to the Harrogate Railway Station gateway area; both the rail and nearby bus stations are of strategic importance as sustainable transport gateways, allowing residents to access opportunities across the wider Leeds City Region, and equally allowing employees and visitors from outside of the area to access Harrogate. The proposed scheme will:
- Regenerate the area around Harrogate Rail and Bus Station
  - Improve door to door connectivity within Harrogate and Knaresborough and onwards to the rest of The North
  - Reduce carbon emissions from the transport sector across Harrogate and Knaresborough
  - Provide infrastructure to support a quality, intelligent, transport network focussed on walking, cycling and public transport.

5.64 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.65 This package will reduce the proportion of car travel thereby reducing emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.

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

### **Outputs, Benefits and Inclusive Growth Implications**

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

5.68 The package outputs and benefits include:

- Improved air quality - through the reduction in general traffic
- Construction of segregated cycle routes to provide an alternative to the over-reliant private car usage
- Increased usage of Harrogate Station to travel between Harrogate and the Wider Region for all journey purposes
- Increased access to and from the station to improve the residence access to key employment sites located outside Harrogate and within the region
- Improved walking facilities
- Improved journey times and reliability will be offered to through traffic, better connecting the towns and cities of the surrounding area.
- Enabling the development of 255 homes
- Enabling the delivery of 49,340 square feet of office space and 11,840 square feet of retail space

### **Risks**

5.69 Individual schemes will come with their own risks at Outline Business Case. Risks at package level include:

- The package encroaches on to public parkland – mitigated by early engagement with stakeholders to investigate the potential need to secure replacement land or to redefine package boundaries
- Road network modifications in Harrogate may impact surrounding highways – mitigated by completing traffic modelling early and engaging with North Yorkshire County Council to discuss results and risks

- Standard transport models have been used to predict infrastructure impact and benefits may not actually be realised – mitigated through development of M&E Plans and Benefits Realisation Plans. Business Change Managers will be appointed to ensure programme is managing/monitoring benefits
- Stakeholders/public opposition to scheme proposals – mitigated through targeted consultation with residents, businesses and other key groups and potential de-scoping

## Costs

5.70 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding under 'low' scenario is £7.893 million. Potential match funding contribution of up to £100,00 from North Yorkshire County Council and of up to £500,000 from Harrogate Borough Council is being developed and will be brought forward at the next stage of assurance process.

## 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: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/02/2021

## Other Key Timescales

5.71 The forecast completion date for this package is 31 March 2023

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

Senior Responsible Officer	Trevor Watson
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<b>Project Manager</b>	Tom Horner, Harrogate Borough Council
<b>Combined Authority case officer</b>	Ian McNichol

### **Appraisal Summary**

5.72 Overall, the package has a strong alignment with objectives contained within the LCR and York, North Yorkshire and East Riding Strategic Economic Plans. There are also strong links to priorities across a range of local, regional and national policies. Further work will be required at the next stage of the assurance process to refine scheme objectives, particularly in setting them out in the SMART format.

### **Recommendations**

- 5.73 The Investment Committee recommends to the Combined Authority that:
- (i) The Active and Sustainable Interchange for Harrogate package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
  - (ii) An indicative approval for the Combined Authority contribution of £7.893 million is given from the Transforming Cities Fund with Full Approval to spend being granted once the package has progressed through the Assurance Process to decision point 5.
  - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>TCF Active and Sustainable Travel across Skipton Town Centre</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.74 This package 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.
- 5.75 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 (SOC) level. After the SOC package level approval, schemes will progress through the Combined Authority's Assurance Framework individually before being developed and delivered across LCR.
- 5.76 The Active and Sustainable Travel across Skipton Town Centre package is key to enhancing the station's status as a strategically important sustainable transport gateway, better connecting people to economic and education opportunities.
- 5.77 A core element of the package consists of improvements to Skipton Railway Station and providing enhanced access (as well as much improved facilities for pedestrians and cyclists), enabling residents to better access opportunities across the wider LCR area, and equally workers and visitors from outside the area have much better access to Skipton. The proposals to improve the station will consist of the following key components:
- Skipton Railway Station Gateway public realm enhancements,
  - Development of Broughton Road as an Active Travel Corridor,

- Railway Station to Bus Station Active Travel Improvements (including new crossing facilities and the replacement of Gallows Bridge) and
- Railway Station to College Campus footpath enhancements.

5.78 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.79 This package will improve active travel networks, thereby reducing emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.

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

### **Outputs, Benefits and Inclusive Growth Implications**

5.81 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 improvements to active travel networks
- Reduced journey times – through increased transport capacity and resilience
- Improved safety for cyclists and pedestrian – through footpath and junction improvements,
- Providing an attractive Gateway to Skipton – through station gateway public realm and station frontage improvements
- Improved connectivity and economic links with Lancashire and West Yorkshire via road and rail networks – through lower congestion
- Improved supply of labour for local businesses, which will help support the Skipton Local Plans anticipated 800jobs – through increased access to Skipton
- Better integration between rail and bus – through linking the Railway and Bus Stations
- Enable the delivery of 469 additional homes
- Enable the delivery of 7.6hectares of commercial space and extensive public open space

### **Risks**

5.82 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Land purchases for required works – mitigated by discussions with landowners and identification of alternative proposals to reduce level of land take/adapt existing land owned.
- Temporary or permanent impacts on junction proposals descope TCF proposal if plans are still unacceptable - mitigated by design adjustments
- Objections to removal of on-street parking spaces to install a cycle lane (may require design adjustment/de-scoping active travel corridor) – mitigated by potential de-scoping of the proposals to an advisory cycle lane
- Predicted scheme benefits may not be realised and judged unsuccessfully – mitigated by business case inclusion of Monitoring and Evaluation Plans/Benefits Realisation Plans and allocation of Business Change Managers to each project direction team to sit on the Programme Board monitoring benefits.
- Network Rail and Northern Rail support required for alterations to station plaza – mitigated by alternate design preparations and dialogue/workshop with parties over loss of staff car parking/general pay and display provision. May result in compensation for loss of parking revenue.
- Local stakeholder objections – mitigated by Craven District Council plans for targeted consultation with residents, business and other key groups, stakeholder workshops and potential to descope elements of project with significant objection.

## Costs

5.83 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding for 'low' scenario is £5.803 million. Potential match funding contribution of up to £100,000 from North Yorkshire County Council is being developed and will be brought forward at the next stage of assurance process.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	25/06/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	01/02/2021

	Decision: Combined Authority's Managing Director	
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### Other Key Timescales

5.84 The forecast completion date for this package is 31 March 2023

### Assurance Tolerances

<b>Assurance tolerances</b>
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

### Project Responsibilities

<b>Senior Responsible Officer</b>	To be confirmed
<b>Project Manager</b>	Rebecca Gibson, North Yorkshire County Council
<b>Combined Authority case officer</b>	Ian McNichol

### Appraisal Summary

- 5.85 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 articulated. Key requirements to develop and deliver the package (planning, ownership, stakeholder engagement, detailed design etc.) are also set out. Further work will be required at the next stage of the assurance process to specify the constituents and responsibilities of the stakeholder and engagement and consultation plans along with measurement of outputs and benefits..
- 5.86 The package aims to deliver a 1.3% uplift in rail trips using Skipton Station, as well as 20% growth in active mode travel along routes improved as part of the wider package.

### Recommendations

- 5.87 The Investment Committee recommends to the Combined Authority that:
- (i) The Active and Sustainable Travel across Skipton Town package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).

- (ii) An indicative approval to the Combined Authority contribution of £5.803 million is given from the Transforming Cities Fund with Full Approval to spend being granted once the package has progressed through the Assurance Process to decision point 5.
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Active and sustainable travel to Selby Gateway</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.88 This package 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.
- 5.89 Selby is the fastest growing district in North Yorkshire and has several major redevelopment sites within walking/cycling distance to the station and each other. Nearby key development sites are set to create thousands of jobs and over a thousand new homes. The scale of this development, and its potential impact on the local transport network, means that ensuring high quality sustainable travel links which connect the sites with the gateway area at the heart of Selby, are of vital importance.
- 5.90 The package will be comprised of an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Rail Station. The proposals include the following elements:
- station public realm enhancements,
  - bus station enhancements,
  - Cowie Drive improvements,
  - Olympia Park pedestrian and cycle bridge,
  - public realm improvements on Ousegate,
  - Selby Park Link (a direct active travel link between the station and the Abbey and town centre)
  - external station upgrades,

- sustainable travel measures (including cycle storage and electric vehicle charge-points),
- Portholme Road Link,
- upgrades to crossing facilities at The Crescent / Park Street junction,
- improved footways and cycle infrastructure between Station Road and the A19 .

5.91 A summary of the scheme's business case and location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.92 This package will reduce traffic volume, thereby reducing greenhouse gas emissions and improving air quality. It will also encourage active modes of transport including cycling and walking.

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

### **Outputs, Benefits and Inclusive Growth Implications**

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

5.95 The package outputs and benefits include:

- Improved air quality - by reduced traffic on the network
- Constructed segregated cycle routes to provide an alternative to the over-reliant private car usage.
- Increased usage of Selby Station to travel between Selby and the Wider Region for all journey purposes.
- Increased access to and from the station to improve the residence access to key employment sites located outside Selby and within the region.
- Reduced journey time between households and different services – by improved cycling and walking facilities
- Enabling the delivery of at least 1,000 new homes
- Enabling the delivery of 35 hectares of employment space and extensive public open space

### **Risks**

5.96 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Land acquisition (including properties) – mitigated by early engagement with landowners.
- Objections to potential parking for companies within the area – mitigated by ongoing design work to manage and mitigate issues.
- Inability to complete works due to land or legal barriers – mitigated by ensuring sufficient preparation is taken to investigate implications and engage in discussions with partners.
- Potential difficulties in ground conditions of embankment for underpass – mitigated by undertaking ground investigations.
- Local stakeholder objections– mitigated by Selby District Council plans for targeted consultation with key groups, stakeholder workshops and potential to descope elements of project with significant objection.

## Costs

5.97 The total scheme costs are to be defined at next stage of assurance process. Combined Authority funding for the 'low' scenario is £17.465 million. Potential match funding contribution of up to £1.897 million from Selby District Council and North Yorkshire County Council and potentially from Trans Pennine Express is being developed and will be brought forward at the next stage of assurance process.

## 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: Combined Authority's Programme Appraisal Team Decision: Investment Committee	01/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/02/2021

## Other Key Timescales

5.98 The forecast completion date for this package is 31 March 2023.

## Assurance Tolerances

Assurance tolerances
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- That Combined Authority costs remain within 10% of those outlined in this report.
- That the timeframes remain within 6 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	North Yorkshire County Council - To be confirmed Julian Rudd, Selby District Council
<b>Project Manager</b>	Rebecca Gibson, North Yorkshire County Council
<b>Combined Authority case officer</b>	Ian McNichol

## Appraisal Summary

5.99 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 articulated. Progress on the key requirements to develop and deliver the package (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.

5.100 The package demonstrates 'medium' value for money, when assessed against the Department of Transport' value for money criteria based on assumptions around land value uplift for existing property values.

## Recommendations

5.101 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Travel to Selby Gateway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution of £17.465 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has 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 package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>'Connecting Leeds' towards Castleford and the Five Towns (A639)</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.102 This package 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.
- 5.103 The Connecting Leeds towards Castleford & The Five Towns (A639) package is key to ensuring the extra demand for public transport, particularly buses, as well as walking and cycling measures, is met. The A639 corridor is an important route between Leeds city centre and Pontefract via south Leeds, with the number of homes and jobs set to increase further. However, it currently suffers from traffic congestion, air pollution and poor access to public transport and active travel facilities.
- 5.104 Central to this package is the investment in sustainable transport infrastructure that is essential for the sustained growth in housing in the Wakefield district. The proposals for this investment are:
- Introducing bus priority signals at certain junctions where bus speeds are particularly slow and convert carriageway to bus lane along sections of the corridor where bus speeds are significantly slow, including approaches.
  - Introducing of dedicated non-segregated cycle lanes at certain sections of the corridor.

- Formalised car parking along extended sections of the corridor where issues occur.
- Changes to routing and improvements to bus stops along the corridor.
- Traffic signal upgrade at all key junctions along the corridor where there is significant delay and capacity issues.

5.105 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.106 This package will reduce the number of private car journeys along this corridor, thereby reducing emissions and improving air quality. It will also encourage other active modes of transport including cycling and walking.

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

### **Outputs, Benefits and Inclusive Growth Implications**

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

5.109 The package outputs and benefits include:

- Improved Air Quality – through reduced vehicle emissions
- Improved end to end journey time for busses along the corridor – through transformation of the bus offer
- Improved quality of pedestrian infrastructure, including access to bus stops
- Improved facilities for cyclists along the corridor
- Improved network safety for all users
- Greater productivity and reduction in deprivation through improved access to employment/ development centres and training via sustainable modes

### **Risks**

5.110 Individual schemes will come with their own risks at Outline Business Case. Risks at package include:

- Package costs increase from early estimates – mitigated by including an appropriate level of contingency and risk allowances and obtaining detailed survey information as early as possible

- Transfer of package design from Development to Delivery Partners – mitigated by having a single business case owner from SOC to FBC to ensure knowledge transfer, as well as having early contractor involvement in preliminary design to facilitate seamless transfer
- Public/stakeholder objections given the likely impact on car users and business/property owners – mitigated by holding public consultation at early stages and throughout process

## Costs

5.111 The total package costs under the 'low' scenario is £10.9 million. The package costs under the 'core' and the 'high' scenario are £10.9 million. The detail of the interventions will be determined at the next stage of assurance process once more detailed design has been undertaken.

## 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: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/03/2022

## Other Key Timescales

5.112 The forecast completion date for this package is 31 March 2023

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

Senior Responsible Officer	Graham West, Wakefield City Council
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<b>Project Manager</b>	Fiona Limb
<b>Combined Authority case officer</b>	Ian McNichol

### **Appraisal Summary**

- 5.113 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 along the current A639 are clearly and thoroughly articulated, and the package elements will clearly help to improve the route (outcomes and benefits have been detailed). Some further work will be required at the next stage of the assurance process to set out the requirements for service changes needed to satisfy the package objectives.
- 5.114 At present, the wider package level benefits comprise of active mode and bus user benefits, as well as highway user dis-benefits bus user benefits. Further work will be required at the next stage of the assurance process to refine scheme benefits, particularly in terms of productivity benefits, air quality benefits and social inclusion benefits, which could increase the overall benefit of the package.
- 5.115 Further work is required at the next stage of the assurance process to understand how appraisal conclusions were reached, particularly for the appraisal of the short list of options. In addition, the assessment of wider benefits should be considered to strengthen the VfM position.

### **Recommendations**

- 5.116 The Investment Committee recommends to the Combined Authority that:
- (i) The TCF 'Connecting Leeds' towards Castleford and the Five Towns (A639) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
  - (ii) An indicative approval to the total package value of £10.9 million is given 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



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

<b>Project Title</b>	<b>East Leeds Demand Responsive Transport</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### Background

- 5.118 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.
- 5.119 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.
- 5.120 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.

- 5.121 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.
- 5.122 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.
- 5.123 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.
- 5.124 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.
- 5.125 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.
- 5.126 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.
- 5.127 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.

5.128 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.

5.129 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.130 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**

5.131 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**

5.132 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

5.133 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
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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**

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

### **Appraisal Summary**

- 5.134 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.
- 5.135 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.
- 5.136 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**

- 5.137 The 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.

<b>Project Title</b>	<b>City Connect: Cross Church Street</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.138 The City Connect Cross Church street 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.
- 5.139 Members at the Combined Authority Board of 28 June 2018 granted indicative approval of £14.824 million phase 3 programme costs, with the West Yorkshire plus Transport Fund (WY+TF) contributing £12.053 million and £2.371 million from CCAG.
- 5.140 The Cross Church street scheme will see delivery on a 0.33km route in Huddersfield town centre of which a key feature is the transformation of Cross Church street (and Queens street) from a motorised route to one to benefit pedestrians and cyclists.
- 5.141 The scheme will introduce automated bollards and automatic number plate recognition (ANPR) to limit access to loading vehicles at restricted times, as well as relocate taxi ranks and re-route the free town bus service. As a result, this will reassign a significant volume of motorised vehicle traffic away from this central town centre route, giving greater priority and accessibility to pedestrians and cyclists, including a two-way cycle route and step change in the quality of public realm.
- 5.142 The scheme is predicted to deliver journey time savings for cyclists travelling southbound, improve accessibility and connectivity to education, retail and public transport (bus and rail), and contribute to an increase in pedestrian footfall, supporting retail and economic growth as per Huddersfield Blueprint town centre plan – 'to create a thriving, modern day town centre'.

- 5.143 It should be noted that significant engagement has been held with the public, taxi operators and businesses on the proposals. As a result, the journey time increase to the free town bus service will be minimal, coupled with revised bus stop locations to maintain easy access to the town centre. Additionally, a taxi rank will be provided on Queen Street, exiting via King Street, limiting any disruption to operations and accessibility.
- 5.144 The scheme comes forward at outline business case (activity 3) with a total scheme cost estimate of £2.090 million, of which £1.291 million is sought from the WY+TF and £799,000 to be contributed from the council's Town Centre Capital Fund.
- 5.145 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

- 5.146 As a result of scheme delivery, a 90% decrease in vehicle traffic along this central route in the town centre is expected, with controlled access to loading vehicles only. This will see a significant re-prioritisation of the route to pedestrians and cyclists.
- 5.147 As a result, with opportunity for enhancements to the cycling and walking provision, improvements to the public realm, the scheme will encourage changes to travel behaviour from the private car to walking and cycling, which will contribute to the clean growth ambitions of Kirklees Council and the Leeds City Region.

### **Outputs, Benefits and Inclusive Growth Implications**

- 5.148 The scheme outputs and benefits include:
- Decrease vehicular traffic by 90% to provide a more pedestrian and cycle friendly environment.
  - Increase the total length of streets accessible to cyclists by 330 metres.
  - Contribute to an increase in footfall in the town centre by 10%, to promote business growth and investment, measured by the number of pedestrian visits.
  - Contribute to a clean, attractive environment, measured by a reduction in atmospheric pollutants.
  - The value for money assessment reflects a benefit cost ratio (BCR) of 3.89:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.
  - The scheme supports inclusive growth of a better quality of life by enhancing the urban environment and streetscape, by supporting improved air quality with a significant removal of motorised vehicles and

will encourage active travel (walking and cycling) with improved infrastructure and connectivity.

## Risks

5.149 The scheme risks include:

- Gas, water, and sewer mains within the vicinity of the proposed automatic bollards location on King street mean they cannot be installed, which could delay construction timescales, increase scheme costs, and impact the scheme design. To be mitigated through further statutory investigations, with the design to be considered following the outcome of the assessment.
- Highways not doing site visits to carry out safety audits as result of Covid-19 (currently delaying stage 2 of the audit) delaying programme timescales. Covid-19 guidance has been prepared by highways with an update pending.
- Traffic Regulation Order's (TRO) suspended as a result of Covid-19, impacting on the construction timeline. Covid-19 guidance has been drafted and now awaiting update from highways as to when TRO consultations are to proceed.

## Costs

5.150 The scheme costs are:

- The total scheme cost estimate at outline business case (activity 3) is £2.090 million. The WY+TF is to fund £1.291 million, with a £799,000 contribution from the council's Town Centre Capital Fund.
- Following a revision to the City Connect programme costs in March 2020, a further £15,000 from the WY+TF has been allocated to the scheme's initial development cost approval, increasing it to £65,000.
- Approval of an additional £115,000 from the WY+TF is now sought to progress the scheme to full business case with finalised costs (activity 5), taking the total approval to £180,000.
- The Combined Authority to enter into a funding agreement with Kirklees Council for expenditure up to £180,000.

## 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	30/10/2020
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### Other Key Timescales

5.151 To support project delivery dates, enabling works of the construction programme is to commence at risk in August 2020, with submission of the full business case with finalised costs (activity 5) anticipated for September 2020. The promoter is exploring opportunity to mitigate any works to be undertaken at risk by reviewing the business case submission timescale and the current construction programme.

5.152 Practical completion is forecast for August 2021.

### Assurance Tolerances

<b>Assurance tolerances</b>
That any scheme cost increase is within 10% of costs set out in this report. That the delivery programme remains within 3 months of timescales set out in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Keith Bloomfield, Kirklees Council
<b>Project Manager</b>	Steven Hanley, Kirklees Council
<b>Combined Authority case officer</b>	Asif Abed

### Appraisal Summary

5.153 The strategic drivers are suitably established, accepting the scheme is very much a pedestrianisation and public realm enhancement scheme to support the regeneration and place making ambitions of the town centre (the Huddersfield Blueprint). Additionally, there is provision to support cycling with a shared and safe two-way cycle route for north/south travel which will integrate with the wider cycle network being delivered through other schemes, for example through the Huddersfield Southern Gateway Corridor Improvement Programme (CIP) scheme at Queensgate.

5.154 The commercial case is adequately presented detailing an in-house procurement approach which would be considered appropriate for this scope of scheme, whilst the management case suitably details the project delivery team, governance arrangements, project risks, and the delivery programme. This includes the potential delay to activities as a result of Covid-19.

5.155 The value for money assessment presents a high value for money scheme, with the quality of appraisal and evidence base considered satisfactory, whilst the financial case demonstrates scheme affordability.

### **Recommendations**

5.156 The Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Cross Church scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case plus costs).
- (ii) An indicative approval to the Combined Authority's contribution of £1.291 million (which will be funded through the West Yorkshire plus Transport Fund) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.09 million.
- (iii) Additional development costs of £115,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £180,000.
- (iv) The Combined Authority enters into a Funding Agreement with Kirklees Council for expenditure of up to £180,000 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 point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Halifax Station Gateway</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.157 The Halifax Station Gateway (HSG) scheme, funded through the Transforming Cities Fund and WY+TF, will provide significant access improvements to the rail station for sustainable and active transport as well as upgrades to the station buildings to enhance passenger experience. It forms part of a wider programme of improvements in and around Halifax Town Centre including the A629 Phase 2 scheme (WY+TF) which will provide improved pedestrian and cycling connections to across the town centre and linking to the rail station.
- 5.158 The scheme is part funded from the West Yorkshire plus Transport Fund (WY+TF). 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. The scheme is one of the 'Station Gateway' schemes funded under WY+TF.
- 5.159 The scheme is also funded through the Department for Transport's Transforming Cities Fund (TCF), as part of the Halifax Walking and Cycling Transformational Package. 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 and their city regions.
- 5.160 The scheme will involve the construction of a new two-storey station building and pedestrian bridge improving connections to Halifax Town Centre. The scheme will also involve re-opening the underpass connecting the station to the eastern side of the railway and the Nestle site. The scheme also involves

changes to the Nestle site to provide connections into the Hebble Trail and the creation of amenity space. To the south the arrangements for parking and access to the Eureka! visitor attraction will be reconfigured to allow for changes in parking at the front of the new station building.

- 5.161 Along with physical improvements to the station and the surrounding area, the scheme aims to improve accessibility and perceptions of the town, promote rail use as well as interchange with other transport modes (especially bus and cycling and walking ) and encourage investment in development sites around the station through improved public spaces. These should, in turn, have wider environmental and carbon impact benefits.
- 5.162 The scheme also contributes to the Leeds City Region Strategic Economic Plan (SEP) by creating approximately 284 net additional jobs as well as £12.80 million of GVA per annum. The scheme will also aid the delivery of the West Yorkshire Transport Strategy targets that aim to increase cycling and walking, the take-up of public transport and reduce car usage. The scheme supports SEP regeneration priorities and the principle of 'Good Growth' and will help to deliver an improved town centre which will influence future investment decisions.
- 5.163 A location map is included in **Appendix 2**.

#### **Clean Growth / Climate Change Implications**

- 5.164 The scheme aims to increase the use of sustainable modes of transport (rail, bus, cycling and walking) leading to a reduction in carbon emissions.
- 5.165 Part of the scheme involves the creation of an amenity space to the east of the railway line. This will include provision of improved biodiversity through Sustainable Drainage Systems (SUDS) and allow higher quality species such as particular tree species to thrive. It will also provide a better habitat for wildflowers and create improved access to green space and nature, including better connectivity to Hebble Brook.

#### **Outputs, Benefits and Inclusive Growth Implications**

- 5.166 The scheme outputs and benefits include:
- Improvements to the rail 'offer' in Halifax by constructing a new railway station building and associated improvements.
  - Improved connections between the town centre and the railway station and across to the east via the reopened underpass.
  - An increase in rail use and cycling and walking along with other benefits to public transport leading to reductions in car use. This will help to achieve the targets in the West Yorkshire Transport Strategy.
  - Approximately 284 net additional jobs as well as £12.8 million of GVA per annum.

5.167 The scheme programme anticipates that construction will commence in August 2022 and overall construction will be completed in December 2024.

5.168 The scheme has been assessed to represent 'high' value for money at this stage.

5.169 The scheme is in line with Leeds City Region aspirations for inclusive growth and should help to deliver reduced carbon impacts from transport and other environmental benefits.

### **Risks**

5.170 The main scheme risks identified include:

- *Not securing sufficient funding.* Mitigation includes the development of the funding strategy to identify alternative funding options
- *Allocation of revenue costs is not agreed.* Negotiations with rail stakeholders (Network Rail and Northern) will take place during Full Business Case (FBC) stage
- *Cost overruns are experienced during delivery.* Mitigation includes allocation of contingency and a QRA has been completed for this scheme.

### **Costs**

5.171 The scheme costs are:

- The current total forecast cost is £33.621 million:
  - £10.60 million from the West Yorkshire plus Transport Fund
  - £22.50 million from the Transforming Cities Fund. But this represents the high scenario. £16.50 million is currently allocated in the low scenario. There is an ambition to progress all TCF projects at the 'High' scenario funding level and therefore a funding strategy for this scheme at the 'High' scenario is being explored. TCF funding approval is subject to approval of Halifax Walking Cycling and Bus Transformation SOC Package which will come forward in Summer 2020.
  - Calderdale MBC are looking to provide funding of £0.521million through prudential borrowing
- The indicative approval at this stage represents the low scenario, therefore the Combined Authority contribution to the scheme will be £27.10 million (£10.6 million + £16.50 million).
- To date £1.505 million has been approved for development costs for the scheme, consisting of £1.355 million from WY+TF and £0.150 million early development funding from TCF.

- As a part of this approval, to develop the business case, £4.031 million development cost is being requested. £0.810 million from WY+TF and £3.221 million from TCF. This brings the total development cost approval to £5.536 million.

### 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
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	31/05/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2022

### Other Key Timescales

Planning permission and listed building consent received: November 2020

Start of Construction: August 2022

Completion of TCF elements: March 2023

End of Construction: December 2024

### Assurance Tolerances

Assurance tolerances
That the total project cost remains within 10% of the costs identified within this report. That the project delivery timescale remains within three months of the timescales identified within this report.

### Project Responsibilities

Senior Responsible Officer	Marc Cole (interim)
Project Manager	Sarah Callaghan
Combined Authority case officer	Matthew Page

### Appraisal Summary

- 5.172 The scheme has a strong Strategic Case which aligns with national, sub-national and local strategies and links with other schemes and developments in Halifax Town Centre.
- 5.173 Option selection and shortlisting has taken place in a number of stages, with a preferred option emerging from a multi criteria assessment against the previously preferred scheme. The Economic Case suggests that the preferred scheme has a 'high' value for money, but this assessment is very sensitive to assumptions about the 'value' of the station improvements and the impact these improvements have on passenger numbers.
- 5.174 The Financial Case specifies the capital cost of the scheme, together with the operation and maintenance costs. There is a funding 'gap' which may be largely closed if it is decided to fund the scheme at the level indicated in the 'high' TCF scenario. Opportunities for contributions from other beneficiaries of the scheme are to be explored. Allocation of revenue costs needs to be agreed at FBC.
- 5.175 The Management Case is strong with a delivery team and project board already in place. The programme for delivery of the scheme is ambitious given the scale and nature of the work involved and the TCF and WY+TF deadlines. More details on the delivery timeframes is required at FBC, together with consideration of the multiple dependencies with the A629 P2 scheme and other constraints identified in the Outline Business Case (OBC).

### **Recommendations**

- 5.176 The Investment Committee recommends to the Combined Authority that:
- (i) The Halifax Station Gateway project proceeds through decision point 3 and work commences on activity 4 (Full Business Case).
  - (ii) An indicative approval to the Combined Authority's contribution of £27.10 million (which will be funded through £10.60 million from the WY+TF fund and £16.50 million from the TCF 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 £33.621 million.
  - (iii) Additional development costs of £4.031 million are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £5.536 million.
  - (iv) The Combined Authority enters into a Funding Agreement with Calderdale MBC for expenditure of up to £0.810 million from the WY+TF fund and £3.221 million from the TCF fund. This is in addition to the existing funding agreement for expenditure of £1.505 million from the WY+TF fund.

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. These will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Leeds City Centre Package: Armley Gyratory</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.178 Over the next ten years, Leeds city centre will be the focus of major changes through a series of infrastructure developments aimed at improving and transforming Leeds City Centre, public transport and promoting walking and cycling as active modes of travel
- 5.179 The Armley Gyratory scheme has been identified for delivery through the Leeds City Centre Package (CCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF). The CCP aspiration is to transform travel within the city centre through the removal of unnecessary through traffic, and re-prioritise major routes to public transport, pedestrians, cyclists, and public realm. The programme includes the closure of City Square, highway downgrades to roads in the South Bank, and capacity improvements to junctions on the Inner Ring Road (IRR).
- 5.180 The Armley Gyratory scheme is integral to the CCP. It is a key junction on the Leeds Inner Ring Road and will be at the centre of a revised approach to redirect traffic around the IRR and away from the central area. Without increasing capacity at Armley Gyratory, the closure of City Square and subsequent increased economic benefits will be harder to achieve.
- 5.181 The Armley Gyratory scheme brings together a package of interventions. This includes the realignment of existing highway, a new northbound link through the centre of the gyratory, a revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm, increased capacity on A643 between the railway bridge and the gyratory (increasing from 3 lanes to 5), revised signal arrangements, improved active mode (walking and cycling) provision around the circumference of the gyratory, and a new shared space and active mode route across the central gyratory.

5.182 Scheme delivery will increase the capacity on the IRR and M621 orbital route and make capacity improvements between Junctions 1 - 4 and Junction 7 M621. As set out in paragraph 1.3, this is a requirement to reduce through-traffic in the city centre, including the South Bank, creating a quality environment attractive to development. The scheme will also encourage walking and cycling through the active mode and public space provision through the gyratory.

5.183 A location map is included in **Appendix 2**.

5.184 The Investment Committee of 09 June 2020 agreed to extend the scope of the Leeds City Centre to include works required to the A64 Regent Street Bridge to allow this element of the project to continue with works on site. It is requested that the detail and future approvals of this element of the project are delegated to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team.

### **Clean Growth / Climate Change Implications**

5.185 The scheme will reduce congestion levels and deliver improved travel times, but to benefit, motorists will likely have to travel a slightly longer distance. As a result, appraisal reflects a forecast increase in carbon emissions as a result of this scheme.

5.186 The increase however is considered marginal when assessed over a 60 year appraisal period, and additionally the wider strategic context of the scheme and the City Centre Package should be considered. This includes the proposed closure of City Square and other complementary measures which in totality will deliver carbon savings in Leeds city centre and associated routes.

### **Outputs, Benefits and Inclusive Growth Implications**

5.187 The scheme outputs and benefits include:

- Increase to the capacity on the Inner Ring Road (IRR) and M621 orbital route by reconfiguring Armley Gyratory and capacity improvements between Junctions 1 - 4 and Junction 7 M621 by 2022.
- The reduction of through-traffic in the city centre, including the South Bank creating a quality environment attractive to development.
- Increase travel to the city centre by sustainable modes of transport, with reduced congestion levels improving bus journey times and journey reliability, and the enhancement to travel provision for walking and cycling.
- The value for money assessment reflects a benefit cost ratio (BCR) of 2.58:1, judging the scheme as High value for money when assessed against the Department for Transport's value for money criteria.
- The scheme supports inclusive growth and a better quality of life by improving the accessibility and connectivity to employment, education

and retail by reducing congestion levels at the Armley Gyratory junction, and by re-routing traffic away from the centre, the opportunity to enhance the public transport, active mode and public realm within the city centre.

## **Risks**

5.188 The scheme risks include:

- Delay and increased costs due to major utility diversions, unknown ground conditions due to lack of ground investigation data, and contaminated land as a result of previous land use. To be mitigated through ongoing consultation with statutory undertakers and the undertaking of ground investigation surveys prior to detailed design during activity 4 (FBC), with a risk budget as calculated following a quantified risk assessment (QRA) profiled into the scheme costs.
- Scheme affordability should the budget be deemed insufficient to cover overspends of other works in the scheme package, for example works to the existing Network Rail bridge. To be mitigated by updating scheme costs at each design stage and review changes with the Combined Authority.
- Risk to the network resilience during delivery of construction works. To be mitigated with the development of a construction strategy to minimise impacts of construction on traffic flows and movements.

## **Costs**

5.189 The scheme costs are:

- Total scheme cost estimate at outline business case (activity 3) is £61.5 million, to be wholly funded from the WY+TF.
- The scheme comes forward at outline business case (activity 3) at a total scheme cost estimate of £61.5 million.. The scheme is to explore cost reduction opportunities across enabling works, land assembly and risk during activity 4 (full business case) through survey work, design development, and value engineering. The total scheme cost does reflect an increase to the initial feasibility estimate of £40.5 million.
- The Armley Gyratory scheme will be delivered through the Leeds City Centre Package (LCCP). The latest baseline indicative approval for LCCP is £66.8 million. Other schemes within LCCP are:
  - Corn Exchange Gateway
  - Infirmary Street Gateway
  - City Square Highway Works
  - LCCP complementary projects & coordination

The latest estimated cost for the full LCCP is £95.701 million.

A funding strategy is currently being developed to allow the full package to be delivered. Therefore, at this stage indicative approval for the previous approval is sought (£40.5 million), whilst the funding strategy is finalised. This allows the scheme to continue to Full Business Case.

- The scheme has expended £0.76 million on outline business case development costs, funded from the £3.77 million CCP programme approval.
- Approval of development costs of £5.08 million is now sought to progress the scheme to full business with finalised costs (activity 5). Of the approval sought, £3.58 million is to fund Leeds City Council and consultant staff fees and detailed design costs, with £1.5 million to fund early enabling and land assembly works during activity 4 (full business case) to support project delivery dates.
- The Combined Authority to enter into a Funding Agreement with Leeds City Council for expenditure up to £5.08 million from the WY+TF.

### 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
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/11/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/01/2021

### Other Key Timescales

- 5.190 To support project delivery dates, enabling and land assembly works is forecast to be undertaken across summer 2020 as part of activity 4 (full business case).
- 5.191 The official construction commence date is forecast for January 2021.
- 5.192 The forecast practical completion date is December 2022.

### Assurance Tolerances

<b>Assurance tolerances</b>
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That any cost increase remains within 10% of costs set out.  
That the delivery programme remains within 3 months of the timescales set out.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Gary Bartlett, Leeds City Council
<b>Project Manager</b>	Mark Philpott, Leeds City Council
<b>Combined Authority case officer</b>	Asif Abed

## Appraisal Summary

- 5.193 The primary strategic driver for investment is the scheme's pivotal role in enhancing the highway capacity to accommodate for the increased traffic as a result of the City Square closure, and to re-route traffic away from the city centre to enable opportunity to re-prioritise major routes in the city centre to sustainable transport modes (bus, walking, cycling) as being developed through schemes from the City Centre Package (CCP) and the Leeds Public Transport Investment Programme (LPTIP). The business case reflects that this will additionally support better air quality and opportunity to enhance the public realm in the city centre, improving its attractiveness to encourage economic growth.
- 5.194 Although the scheme is very much focused on the road network, it does seek to enhance the active travel provision (walking and cycling) which will encourage modal shift especially for shorter journeys to and from the city centre.
- 5.195 The financial case however does reflect a significant cost increase from the initial estimates. To support affordability of the scheme and consequently delivery of the overarching programme of works through the CCP and LPTIP, engagement is being had with the Combined Authority on the development of a funding strategy which will be put forward to members for endorsement at a future meeting.
- 5.196 The commercial and management cases are suitably presented, with further work to develop both cases to be undertaken at full business case (activity 4) as the scheme develops.
- 5.197 Similarly, the value for money assessment has been adequately presented, with the quality of appraisal work and evidence acceptable to support the High value for money benefit cost ratio of 2.58:1.

## Recommendations

- 5.198 The Investment Committee recommends to the Combined Authority that:
- (i) The Armley Gyratory scheme proceeds through decision point 3 and work commences on activity 4 (FBC).

- (ii) The scope of the Leeds City Centre Package is extended to include works required to the A64 Regent Street Bridge and the detail and future approvals delegated to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team
- (iii) An indicative approval to the total project value of £40.5 million is given from the WY+TF fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).
- (iv) Development costs of £5.08m are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), taking the total project approval to £5.08m.
- (v) The Combined Authority enters into a Funding Agreement with Leeds City Council for expenditure of up to £5.08m from the WY+TF fund.
- (vi) 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.

<b>Project Title</b>	<b>CIP Phase 1 Holmfirth Town Centre</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.199 The A6024/A635 and Holme Valley route plays a key role in the Kirklees District, but within the current highway network and local area several issues such as conflicts between turning movements, resulting in high congestion levels constraining economic growth have been identified. Therefore, to resolve these issues, the Holmfirth Town Centre scheme has been identified for delivery through Phase 1 of the Corridor Improvement Programme.
- 5.200 The CIP is 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. In order to achieve this the programme aims to deliver an 8% reduction in journey times for all traffic, with a higher target of 12% reduction in journey times for buses.
- 5.201 The scheme comprises of a series of measures including the rationalisation and upgrading of the existing signal-controlled junctions, the widening of footways, improvements to pedestrian crossings, public realm and bus stops, and the inclusion of electric vehicle charging points. Of note is the incorporation of a footway / cycleway link over the River Holme via the existing Market Hall site (which will be demolished).
- 5.202 As a result of scheme delivery, it is anticipated to reduce journey times and improve journey reliability for all modes, reducing congestion and improving accessibility to Holmfirth. Additionally, it will improve the walking provision and better facilitate pedestrian movement, encouraging active mode travel.
- 5.203 In terms of cycling provision, inclusion of meaningful cycling infrastructure has been limited given the width of streets within the town centre do not allow adequate space for cycle lanes, whilst the challenging terrain in and around Holmfirth serve to constrain the opportunity to improve cycle connectivity. Based

on consultation feedback, the scheme does propose the inclusion of E-Bike charging points and storage facilities to encourage a shift towards the use of sustainable travel, with a view to exploring other avenues to promote the use of E-Bikes in the area. The promoter to provide further details at full business case (activity 4).

5.204 The scheme will also support the Holme Valley aspirations to encourage tourism and increase visitor appeal; and maintain the character of the Conservation area. As a result, it can be acknowledged the scheme is very much focussed on improving the streetscape / public realm as much as it is to provide transport journey time benefits.

5.205 The scheme comes forward at activity 3 (outline business case) at a total cost estimate of £3.97 million, to be funded from the WY+TF.

5.206 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

5.207 The reduction in journey times will underpin the aim to improve air quality in Holmfirth,. The scheme also provides charging points for three electric vehicles and five E-bikes respectively in support of the governments' Clean Growth Strategy and the need to reduce pollutants generated by vehicles. This will provide the charging network required to encourage a transition to more sustainable modes of transport,

5.208 The improvements to journey times will also benefit local bus services, to help make this a more attractive mode of transport and therefore has further potential to reduce carbon impact.

5.209 A Carbon Impact Assessment for the scheme will be undertaken during the next stage of project development.

### **Outputs, Benefits and Inclusive Growth Implications**

5.210 The scheme outputs and benefits include:

- Reduce congestion and improve accessibility to Holmfirth by improving journey times to and through Holmfirth town centre by a minimum of 12% compared to the 2018 observed traffic data within 12 months of the scheme opening.
- Support the aspirations of the Draft Holme Valley Neighbourhood Plan to encourage tourism and increase Holmfirth's visitor appeal by improving pedestrian facilities within Holmfirth town centre.
- To maintain the character of the Conservation Area, improving public realm and creating a Quality Place.
- To have a neutral impact on the Killed and Seriously Injured accidents by 2027 against the 2015 – 2019 baseline and where possible positively

contribute to the West Yorkshire target to reduce Killed and Seriously injured casualties resulting from road traffic collisions by 42% by 2027.

- To have a neutral and, where possible, positive impact on local Air Quality by not negatively impacting local air quality against the 2019 baseline.
- The value for money assessment presents a benefit to cost ratio (BCR) of 5.51:1, judging the scheme as Very High value for money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case to be undertaken during the next stage of business case development.
- The scheme supports inclusive growth principle of a better quality of life by reducing congestion and improving air quality, and through enhancing connectivity and walking provision in the town centre for pedestrians, encouraging active travel.

## **Risks**

5.211 The scheme risks include:

- Lack of stakeholder buy-in including statutory bodies and general public. This will result in additional time and cost required to address design issues and manage stakeholders. To be mitigated by ensuring early involvement and good communication and engagement processes are followed.
- Temporary works requiring Environment Agency (EA) consents will result in increased construction costs. To be mitigated by having early communication with the EA to double check if consent is required for these works.
- Delays during construction stage, for example Asbestos is identified, increasing the scheme cost due to programme delay. To be mitigated through early engagement with the necessary statutory undertakers and by undertaking an Asbestos survey ahead of demolition of market hall.
- Objections received to Traffic Regulation Orders (TRO) required for changes to parking restrictions. This will result in an inability to implement the element of the scheme that requires a TRO, causing delay and would affect the quality of the scheme. To be mitigated by ensuring early engagement and implementation of TRO with the traffic team.

## **Costs**

5.212 The scheme costs are:

- The total scheme cost estimate at outline business case is £3.97 million, to be wholly funded from the WY+TF.

- It should be noted the scheme has a £4.9 million allocation from the WY+TF in the CIP phase 1 programme therefore reflects a cost saving of £0.93 million, which is to be put towards the CIP phase 1 programme contingency pot.
- Approval of additional development costs of £0.64 million from the WY+TF is now sought, taking the total approval to £0.89 million.
- The Combined Authority to enter into an addendum to the existing funding agreement with Kirklees council for expenditure up to £0.89 million from the WY+TF.

### 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
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/08/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2022

### Other Key Timescales

Construction commence is forecast for January 2022.

Practical completion is predicted for January 2023.

### Assurance Tolerances

Assurance tolerances
That any cost increase remains within 10% of that set out.
That the delivery programme remains within 3 months of the timescales set out.

### Project Responsibilities

Senior Responsible Officer	Andy Norman, Combined Authority
Project Manager	Sarah Kearns, Kirklees Council
Combined Authority case officer	Asif Abed

## **Appraisal Summary**

- 5.213 The strategic drivers are suitably established with the scheme reflecting an ambition to support the reduction to congestion levels for all modes by addressing the conflict between uses at a busy junction in the town centre (pedestrian use of a zebra crossing causing consequential queuing to motorised vehicles), to enhance the pedestrian provision with widened footways and the introduction of a new footway / cycleway link over the River Holme, and to improve the streetscape and urban realm of the town centre.
- 5.214 Provision for dedicated public transport infrastructure however is limited, and in combination with the constraints of the town centre and surrounding area, so is the opportunity for meaningful cycling provision.
- 5.215 It should however be acknowledged that the preferred option scheme is a response to the significant objection received from residents and businesses to the previous 'highway link' proposal, and on balance consultation now reflects a much-improved level of support.
- 5.216 The business case also demonstrates the scheme is affordable, whilst key risks to deliverability have been highlighted, and a value for money assessment which judges the scheme as Very High value for money – albeit further work has been recommended to refine the economic case.

## **Recommendations**

- 5.217 The Investment Committee recommends to the Combined Authority that:
- (i) The Holmfirth town centre project proceeds through decision point 3 and work commences on activity 4 (FBC).
  - (ii) An indicative approval to the total project value of £3.97m is given from the WY+TF fund 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) Additional development costs of £0.64m are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £0.89m.
  - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Kirklees council for expenditure of up to £0.89m from the WY+TF 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.

<b>Project Title</b>	<b>City Connect Phase 3 - Castleford Greenway Phase 4</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.218 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.
- 5.219 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.
- 5.220 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

- 5.221 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.

- 5.222 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.
- 5.223 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."
- 5.224 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.
- 5.225 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.
- 5.226 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.
- 5.227 A location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

- 5.228 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**

- 5.229 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**

5.230 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**

5.231 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
Combined Authority case officer	Adam Kendall Ward

### Appraisal Summary

- 5.232 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.
- 5.233 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.
- 5.234 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.
- 5.235 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**

- 5.236 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**



5.238 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.

5.239 There are no schemes requiring consideration at this assurance stage.

#### 5.241 **Decisions made by the Investment Committee**

5.242 The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have been made by Investment Committee on the 09 June 2020. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

#### **Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth**

- 5.243 The programme brings together three schemes– Safety and Security, Bus Shelters and Invest to Save. This scheme aims to improve overall provisions and facilities within bus stations and bus shelters across West Yorkshire for the safety and comfort of both passengers and staff and to encourage an increase in bus patronage. The repairs and improvements will involve updating or installing new infrastructure including brush barriers, pedestrian barriers, help points, tactile signage, CCTV and warning beacons at various bus stations and bus shelters. This programme aligns with the Combined Authority’s corporate priorities of boosting productivity, tackling the climate emergency, enabling inclusive growth and delivering 21st century transport.
- 5.244 The Investment Committee agreed approval to proceed through decision point 2 and commence work on activity 4 (full business case).

#### **Monitoring, Evaluation and Bid Development**

- 5.245 The scheme consists of a range of monitoring, evaluation and bid development activities to support delivery of the West Yorkshire Transport Strategy 2040 and its ambition to create a modern, world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable. The scheme is part of the Performance Management Framework for the West Yorkshire Transport Strategy 2040 and will contribute to the maintenance and development of the evidence base for the Strategy. The scheme will provide detailed evidence and analysis to inform the development of future years programmes. The scheme’s monitoring and evaluation approaches can also be adapted to provide data to increase understanding of the impact of Covid-19. This will help inform the Combined Authority’s response to supporting the Region’s economic recovery.
- 5.246 The Investment Committee agreed approval to spend the indicative allocation of £0.45 million.

## **6 Clean Growth Implications**

6.1 Clean growth implications are outlined in each scheme, see above.

## **7 Inclusive growth implications**

7.1 The inclusive growth implications are outlined in each scheme, see above.

## **8 Financial implications**

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

## **9 Legal implications**

9.1 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.

9.2 Transforming Cities Fund (TCF) Funding - It has not been possible to provide the statutory 28 days' notice of the key decision being considered due to the development funding not been highlighted as a key decision in sufficient time to meet the 28 days' requirement to publish a notice of the decision being taken and the decision cannot be delayed. However, in accordance with the Combined Authority's Access to Information Annex to the Procedure Standing Orders part 1 section 7C – General Exception, the Chair of the Overview and Scrutiny Committee has been notified, notification has been published on the Authority's website and 5 clear days has elapsed following the day of publication of the notice. Accordingly, as set out in the rules of General Exception, the decision may now be made.

## **10 Staffing implications**

10.1 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.

## **11 External consultees**

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

## **12 Recommendations**

### **Transforming Cities Fund (TCF) Funding**

12.1 The Investment Committee recommends to the Combined Authority that:

- (i) £11.851m of TCF funding is approved to repay development costs incurred by partners and enable further development work on the

projects within the programme as per Appendix A to enable progression to their next Decision Points of the Assurance Framework.

- (ii) Up to £3m TCF funding is approved, to re-pay spend incurred to date on early development work, previously approved from the Transport Fund Transformational Pot.
- (iii) The Combined Authority enters into Funding Agreements with partners for expenditure as detailed in Appendix A plus the spend incurred to date on early development work, previously approved from the Transport Fund Transformational Pot from the Transforming Cities Fund.
- (iv) The £4.930m TCF Programme Management allocation is approved to enable the Combined Authority to effectively undertake Programme Management functions for the lifetime of the TCF funded programme.
- (v) The £1.00m TCF Benefits Realisation allocation is approved, to enable the Combined Authority to provide monitoring and evaluation of the overall programme in line with DfT expectations

### **Emergency Active Travel Funding**

12.2 The Investment Committee recommends to the Combined Authority that:

- (i) The Emergency Active Travel Funding work commences on Activity 6 (Delivery).
- (ii) Approval for the expenditure of DfT Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £2.513 million, but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
- (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partner councils is delegated to the Managing Director.

### **Active & Sustainable Travel in Leeds City Centre (Bishopgate)**

12.3 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.

#### **A641 Bradford-Brighouse-Huddersfield Corridor**

12.4 The Investment Committee recommends to the Combined Authority that:

- (i) The A641 Bradford Huddersfield Corridor project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £75.54 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £95.1 million.
- (iii) Additional development costs of £1.335 million are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £2.129 million.
- (iv) The Combined Authority enter into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £2.129 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.

#### **'Connecting Leeds' from South Leeds and through Wakefield (A61 South)**

12.5 The Investment Committee recommends to the Combined Authority that:

- (i) The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £7 million is given 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.

### **Active and Sustainable Interchange for Harrogate**

12.6 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Interchange for Harrogate package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval for the Combined Authority contribution of £7.893 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has 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 package remaining within the tolerances outlined in this report.

### **Active and Sustainable Travel across Skipton Town Centre**

12.7 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Travel across Skipton Town package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution of £5.803 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has 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 package remaining within the tolerances outlined in this report.

### **Active and Sustainable Travel to Selby Gateway**

12.8 The Investment Committee recommends to the Combined Authority that:

- (i) The Active and Sustainable Travel to Selby Gateway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution of £17.465 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has 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 package remaining within the tolerances outlined in this report.

### **'Connecting Leeds' towards Castleford and the Five Towns (A639)**

12.9 The Investment Committee recommends to the Combined Authority that:

- (i) The TCF 'Connecting Leeds' towards Castleford and the Five Towns (A639) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £10.9 million is given 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**

12.10 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: Cross Church Street**

12.11 The Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Cross Church scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case plus costs).
- (ii) An indicative approval to the Combined Authority's contribution of £1.291 million (which will be funded through the West Yorkshire plus Transport Fund) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £2.09 million.
- (iii) Additional development costs of £115,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £180,000.
- (iv) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure of up to £180,000 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 point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Halifax Station Gateway**

12.12 The Investment Committee recommends to the Combined Authority that:

- (i) The Halifax Station Gateway project proceeds through decision point 3 and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £27.10 million (which will be funded through £10.60 million from the WY+TF fund and £16.50 million from the TCF 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 £33.621 million.

- (iii) Additional development costs of £4.031 million are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £5.536 million.
- (iv) The Combined Authority enters into a funding agreement with Calderdale MBC for expenditure of up to £810,000 from the WY+TF fund and £3.221 million from the TCF fund. This is in addition to the existing funding agreement for expenditure of £1.505 million from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. These will be subject to the scheme remaining within the tolerances outlined in this report.

### **Leeds City Centre Package: Armley Gyratory**

12.13 The Investment Committee recommends to the Combined Authority that:

- (i) The Armley Gyratory scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
- (ii) The scope of the Leeds City Centre Package is extended to include works required to the A64 Regent Street Bridge and the detail and future approvals delegated to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team.
- (iii) An indicative approval to the total project value of £40.5 million is given from the WY+TF fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).
- (iv) Development costs of £5.08 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), taking the total project approval to £5.08 million.
- (v) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £5.08 million from the WY+TF fund.
- (vi) 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.

### **CIP Phase 1 Holmfirth Town Centre**

12.14 The Investment Committee recommends to the Combined Authority that:

- (i) The Holmfirth Town Centre project proceeds through decision point 3 and work commences on activity 4 (FBC).

- (ii) An indicative approval to the total project value of £3.97 million is given from the WY+TF fund 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) Additional development costs of £640,000 are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £890,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £890,000 from the WY+TF 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 Phase 3: Castleford Greenway Phase 4**

12.15 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.

## **13 Background documents**

13.1 Business case summaries for the schemes recommended for approval by the Investment Committee are available here:

[13<sup>th</sup> May Investment Committee](#) and [9<sup>th</sup> June Investment Committee](#)

## **14 Appendices**

**Appendix 1 – Background to the Combined Authority's assurance framework**

**Appendix 2 – Location maps for the schemes presented in this report**