

Report to: Transport Committee

Date: 3 July 2020

Subject: **Summary of Transport Schemes**

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

1 Purpose of this report

- 1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee and Combined Authority meeting approvals from their meetings of 13 May 2020, 9 June 2020 and 25 June 2020 respectively.
- 1.2 The full agenda and papers for the Combined Authority meeting on 25 June 2020 can be found on the Combined Authority [website](#)

2 Information

The following projects were presented at the Investment Committee meeting on 13 May 2020 - Capital Spend and Project Approvals

- 2.1 The full agenda and papers for the Investment Committee meeting on 13 May 2020 can be found on the Combined Authority [website](#).

Active & Sustainable Travel in Leeds City Centre (Bishopgate)

- 2.2 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.

- 2.3 The package of schemes will be funded from the Transforming Cities Fund and Leeds Public Transport Investment Programme (LPTIP).
- 2.4 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on individual schemes within the package to activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

East Leeds Demand Responsive Transport

- 2.5 This 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
- 2.6 The scheme is funded from the Leeds Public Transport Investment Programme (LPTIP), Local Transport Plan Integrated Block Programme (LTP ITB) and Section 106 contributions.
- 2.7 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 5 (Full Business Case plus finalised costs) at the Combined Authority on 25 June 2020.

City Connect Phase 3 - Castleford Greenway Phase 4

- 2.8 This scheme will deliver a new 1.3 kilometre pathway which will fill a gap in the local cycle network in the Methley area, provide a connection to the Trans Pennine Trail, and provide a complete cycle route between Leeds, Wakefield and Castleford.
- 2.9 The scheme is to be funded through the West Yorkshire plus Transport Fund.
- 2.10 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 4 (Full Business Case) and work commence on activity 5 (Full Business Case with finalised costs) at the Combined Authority on 25 June 2020.

The following projects were presented at the Investment Committee meeting on 9 June 2020 - Capital Spend and Project Approvals

- 2.11 The full agenda and papers for the Investment Committee meeting on 9 June 2020 can be found on the Combined Authority [website](#).

A641 Bradford-Brighouse-Huddersfield Corridor

- 2.12 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 junction 25 (via the A644). The scheme comprises of a series of interventions proposed for delivery in Brighouse Town Centre and along the A641 corridor
- 2.13 The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).
- 2.14 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

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

- 2.15 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.
- 2.16 This programme will be funded from the Local Transport Plan - Integrated Transport Block fund.
- 2.17 A decision by the Investment Committee using the delegated authority from the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 4 (Full Business Case) at the Investment Committee on 9 June 2020.

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

- 2.18 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.
- 2.19 The package will be funded from the Transforming Cities Fund.
- 2.20 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

Active and Sustainable Interchange for Harrogate

- 2.21 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.
- 2.22 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.
- 2.23 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on individual schemes within the package to activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

Active and Sustainable Travel across Skipton Town Centre

- 2.24 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.
- 2.25 The package will be funded from the Transforming Cities Fund.
- 2.26 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

Active and sustainable travel to Selby Gateway

- 2.27 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).
- 2.28 The package will be funded from the Transforming Cities Fund, and potentially match funded by North Yorkshire County Council and Network Rail.
- 2.29 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

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

- 2.30 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.

- 2.31 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 25 June 2020.

Leeds City Centre Package: Armley Gyratory

- 2.32 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 three lanes to five), 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.
- 2.33 The scheme is to be delivered through the Leeds City Centre Package (CCP) programme, funded by the West Yorkshire plus Transport Fund (WY+TF).
- 2.34 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 4 (Full Business Case) at the Combined Authority on 25 June 2020.

Corridor Improvement Programme (CIP) Phase 1 Holmfirth Town Centre

- 2.35 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.
- 2.36 The scheme is wholly funded from the West Yorkshire plus Transport Fund (WY+TF).
- 2.37 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 4 (Full Business Case) at the Combined Authority on 25 June 2020.

City Connect: Cross Church Street

- 2.38 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 0.33 kilometre 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.

- 2.39 The scheme is to be delivered through the City Connect Phase 3 programme, funded by the West Yorkshire plus Transport Fund (WY+TF).
- 2.40 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 5 (Full Business Case with finalised costs) at the Combined Authority on 25 June 2020.

Halifax Station Gateway

- 2.41 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.
- 2.42 A recommendation to the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case) at the Combined Authority on 25 June 2020.

Monitoring, Evaluation and Bid Development

- 2.43 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.
- 2.44 A decision by the Investment Committee using the delegated authority from the Combined Authority was sought as part of the report and the Activity 5 Change Request was approved by the Investment Committee on 9 June 2020.

Emergency Active Travel Funding

- 2.45 On 09 May 2020 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. The Combined Authority submitted an application to government for this funding, by the 5 June 2020 deadline and an indicative total allocation of up to £12.567 million has been confirmed.

- 2.46 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.
- 2.47 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval for work to commence on Activity 6 (Delivery) at the Combined Authority on 25 June 2020.

3 West Yorkshire Combined Authority - Capital Spend and Project Approvals

- 3.1 All schemes were approved by the Combined Authority at its meeting on 25 June 2020.

4 Clean Growth Implications

- 4.1 There are no clean growth implications directly arising from this report; they have been considered at the relevant Investment Committee.

5 Financial implications

- 5.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee.

6 Legal implications

- 6.1 The payment of funding to any recipient will be subject to a funding agreement being in place between Combined Authority and the organisation in question.

7 Staffing implications

- 7.1 A combination of Combined Authority and District partner project, programme and portfolio management resources are identified and costed for within the schemes in this report.

8 External consultees

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

9 Recommendations

- 9.1 That the report be noted.

10 Background documents

- 10.1 None.

11 Appendices

- 11.1 None.