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**Report to:** West Yorkshire and York Investment Committee

**Date:** 08 July 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 Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

## **2 Integrated Clean Growth**

- 2.1 Through the Assurance Framework and other internal decision-making procedures, the Combined Authority will review and embed clean growth considerations into our activities.
- 2.2 Building on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's predicted carbon emissions / wider clean growth impacts. This will include a review of existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- 2.3 The development of the specification for the work (which has benefitted from active engagement and input from Leeds City Region local authorities) will allow the Combined Authority to map and detail the emissions footprint of the 180+ projects in the West Yorkshire Plus Transport Fund and Leeds City

Region Local Growth Fund pipeline and provide technical advice and training support to project sponsors in the design and development of future investments. This will ensure that the business cases for these reflect the Leeds City Region Climate Emergency and that we can evidence that they will reduce carbon emissions (both directly and indirectly).

- 2.4 A tender has been issued to the market and following a detailed evaluation process (which included local authority partners) a preferred contractor has now been identified, with contract award negotiations currently taking place. The project inception meeting is scheduled for the first week of July and subject to confirmation it is anticipated that the phase 1 project report (context, scoping and recommendation of approach to phase 2 detailed technical works) will be presented to the project steering group in August 2020 with phase detailed work commencing quickly thereafter.
- 2.5 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

### **3 Report**

- 3.1 This report presents proposals for the progression of 11 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £62.162 million when fully approved, of which the total value of £52.198 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

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

- 3.2 The TCF Programme Strategic Outline Business Case (SOBC), as submitted to Department for Transport (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.
- 3.3 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.
- 3.4 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.
- 3.5 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. It is the ambition of West Yorkshire

Leaders to fund the high scenario, via the Devolution Deal and this work is underway. 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.

- 3.6 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.

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

- 3.7 The Government approved the Leeds City Region 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 Transport Appraisal Guidance (TAG).
- 3.8 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.
- 3.9 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.
- 3.10 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.

### **Schemes**

<b>Scheme</b>	<b><u>Scheme description</u></b>
<b>West Yorkshire Mass Transit</b> West Yorkshire	The West Yorkshire Combined Authority in collaboration with partner councils are developing a mass transit system which will offer a new public transport option and an attractive alternative to car travel. Mass transit will support and facilitate: <ul style="list-style-type: none"> <li>• a low emission, low carbon future</li> <li>• sustainable development and regeneration of neighbourhoods, district centres, towns and cities</li> <li>• a bigger, stronger and rebalanced economy</li> </ul>

- delivery of new housing
- enhanced quality of life for West Yorkshire's residents and visitors

Whilst the cost of implementing mass transit can be high, the scale of benefits which it delivers are also high (for the reasons set out above). Other cities in the UK and beyond are demonstrating mass transit does offer high value for money and can also open up new funding opportunities.

At its meeting in February 2020, the Combined Authority agreed to continue to undertake early preparatory works to plan for mass transit across the region and noted that an approval for development funding would be sought from the Combined Authority during the spring/summer 2020.

Published in March 2020, the Devolution Deal included a commitment from government to "explore the case for funding a modern, low carbon West Yorkshire Mass Transit System". The Deal proposed a £4.2 billion fund for Mayoral Combined Authorities (MCAs) to bid into, to fund schemes (such as mass transit) between 2022 and 2027.

It is essential that the business case for mass transit considers the emerging longer-term implications of Covid-19. As the timescales to deliver any mass transit proposals are longer than the time it will take for Covid-19 implications to become clearer, it will be possible to continue to test the mass transit/Covid-19 implications at each stage of the business case and Assurance Framework process.

At present development work for mass transit is being funded from the West Yorkshire plus Transport Fund (WY+TF) Transformational Fund. To continue the mass transit development work, a further £4.6 million is allocated within the WY+TF Transformational Fund. Of the £4.6 million, an initial approval to £2.041 million is being sought to enable early feasibility design development to continue up to the end of the 2020/21 financial year. This would be used to:

- support development of the mass transit programme level Strategic Outline Case (SOC) – this will identify evidence based 'route options' and 'mode options' for each transit corridor
- test implications / scenarios around Covid-19 on the proposals
- undertake concept design development for routes identified
- bring posts into the Combined Authority to oversee the feasibility work including additional technical design, engineering and planning and programme management posts
- provide the evidence and inputs necessary to support the submission for the £4.2 billion fund.

#### **Impact**

West Yorkshire Mass Transit is needed as part of an integrated transport network to:

	<ul style="list-style-type: none"> <li>• help to combat climate change through providing a real and sustainable alternative to the car, cutting emissions, and improving air quality</li> <li>• connect the important places across our region – helping people travel to jobs and education in a reliable, efficient, and affordable way</li> <li>• support productivity and growth – creating new transport capacity, rebalancing the economy and encouraging investment in our region</li> <li>• support health and wellbeing through creating healthy towns, cities, and local communities across our region</li> </ul> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 1 (Strategic Assessment) and work commences on activity 2 (Strategic Outline Case)</p> <p>Total value of the scheme – To be determined ahead of decision point 2</p> <p>Total value of Combined Authority funding - To be determined ahead of decision point 2</p> <p>Funding recommendation sought - £2.041 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>A64 Bus Priority and Park &amp; Ride</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The A64 is a key radial route through east Leeds, carrying long distance traffic from the wider Leeds City Region alongside local traffic. It is a key bus corridor with high frequency services carrying large numbers of passengers. Many local residents rely on public transport on this route to access employment and services.</p> <p>This package consists of two complementary schemes proposed for delivery along the A64 between Marsh Lane and the proposed park and ride site at Whinmoor.</p> <p>The package of schemes will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The package seeks to provide bus prioritisation at junctions and reduce car use amongst those living in East and North East Leeds, that currently do not have access to high frequency bus services, through provision of a new park and ride.</p> <p>The package aims to improve current bus journey times, encourage modal shift from private car to bus, reduce carbon emissions and improve air quality in line with Leeds’ commitment to the Climate Emergency.</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 scheme - £8.878 million</p>

	<p>Total value of Combined Authority funding - £7 million</p> <p>Funding recommendation sought - £0 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>Integrated Corporate Systems</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>The key objective of the scheme is to improve the capacity and efficiency of legacy West Yorkshire Combined Authority finance and human resources (HR) systems.</p> <p>This scheme will replace existing outdated legacy software systems providing HR, payroll, finance and budgeting systems and processes. The current HR system is over 10 years old and the main finance systems were originally installed over 15 years ago. These have not been significantly invested in since implementation and have come to the end of their life. Training is also included in the scope of the scheme.</p> <p>The scheme is to be funded from West Yorkshire Combined Authority's own capital programme and reserves.</p> <p><b><u>Impact</u></b></p> <p>The scheme will have a transformational contribution towards the development of a Mayoral Combined Authority.</p> <p>The scheme is expected to:</p> <ul style="list-style-type: none"> <li>• Deliver efficiencies in business processes for the Combined Authority</li> <li>• Deliver future proofed and flexible / adaptable systems which will have the capacity and flexibility for future organisational changes in the Combined Authority</li> <li>• Provide much improved management information to improve decision making</li> <li>• Deliver new / improved / self-service processes that will reduce the use of paper and printing and will contribute to the clean growth aspirations of the Combined Authority</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 4 (full business case).</p> <p>Total value of the scheme - £1.5 million</p> <p>Total value of Combined Authority funding - £1.5 million</p> <p>Funding recommendation sought - £150,000</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>Bradford Strategic Transport Model</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver a new multi-modal transport model for Bradford which reflects Department for Transport (DfT) best practice guidance. The model will be used to develop and appraise transport schemes and additionally for assessing</p>

	<p>development options associated with the Local Plan and wider Leeds City Region schemes.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund.</p> <p><b><u>Impact</u></b></p> <p>Delivery of the model will be used to appraise the value of future pipeline schemes, indirectly allowing clean growth and climate change implications to be tested.</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 5 (Full business case with finalised costs).</p> <p>Total value of the scheme - £709,000</p> <p>Total value of Combined Authority funding - £367,000</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b>Leeds City Centre Cycle Connectivity</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The Leeds City Centre Cycle Connectivity (LCCCC) scheme brings together six cycling infrastructure schemes to be delivered as part of the Leeds Station Cycle Access Improvement package put forward for the Transforming Cities Fund (TCF) by the West Yorkshire Combined Authority. The six schemes are:</p> <ul style="list-style-type: none"> <li>• Western Gateway: Kirkstall Road to Wellington Street and St Pauls Street</li> <li>• Southern Gateway: Neville Street and Bishopsgate Street, with Dark Neville Street and Sovereign Street connectors</li> <li>• Eastern Gateway: Lady Lane, Templar Street and Bridge Street</li> <li>• Crown Point Bridge Gateway: Black Bull Street and Crown Point Road</li> <li>• Holbeck Connector: Whitehall Road to Holbeck</li> <li>• Dewsbury Road Connector: Kidacre Street and Leathley Road</li> </ul> <p><b><u>Impact</u></b></p> <p>The LCCCC will add 7 kilometres to the existing cycling network with focus on linking up and filling gaps in the existing and planned cycle network. This will support an uplift in cycling and encourage longer cycle trips, further promoting modal shift from private car.</p> <p>The value for money assessment reflects the LCCCC scheme benefit cost ratio (BCR) of 3.89:1 corresponding to High value for money when assessed against the Department for Transport's value for money criteria.</p>

	<p>The LCCCC scheme supports the inclusive growth principle of a better quality of life for all in society by enhancing connectivity to the city centre and rail station for direct or onward travel to employment, education, housing and retail via a sustainable and affordable form of travel, which also encourages better health and supports the reduction in carbon emissions, improving air quality.</p> <p>In response to the Covid-19 emergency Leeds City Council have considered implementing a “trial” version of the scheme in July, using segregation ‘wands’ - a method used to separate cycle lanes from the highway. This will be a temporary measure but will provide robust evidence for the longer-term scheme. The £600,000 cost of the segregation ‘wands’ will be funded from the £7.81 million total scheme cost. Development cost savings, incorporation of ‘wands’ in parts of the final designs and reuse of the ‘wands’ for future schemes will ensure the overall scheme budget is not exceeded.</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 - £7.81 million</p> <p>Total value of Combined Authority funding - £7.81 million</p> <p>Funding recommendation sought - £1.085 million (£600,000 for trial implementation and £485,000 for development funding)</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>Rail Accessibility Programme (RAP) – Horsforth and Crossgates</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The Rail Accessibility Programme (RAP) aims to deliver step free access from the rail station point of entry through to the platform edge, at Cross Gates and Horsforth rail stations. The scheme will build a new footbridge, located mid-platform, including steps and lifts, at each station. The scheme has been developed up to decision point 3 (Outline business case) as part of the Leeds Public Transport Investment Programme (LPTIP) and fits strategically with Strategic Economic Plan – Priority 4 – Infrastructure for Growth.</p> <p>Please note that the funding made available has been to develop the outline business case. A funding strategy for delivery will be set out in the full business case.</p> <p><b><u>Impact</u></b></p> <p>The BCR for this type of scheme is typically low but the wider benefits to society, whilst difficult to measure, would still be of great importance to people with reduced mobility and their access to work and leisure.</p> <p>The scheme will see stations become accessible to people with reduced mobility and should encourage a modal shift from private cars to trains, reducing vehicle emissions.</p> <p><b><u>Decision sought</u></b></p>

	<p>Approval to proceed through decision point 3 (Outline business case) in preparedness for work to commence on activity 4 (Full business case) once further scheme funding has been secured.</p> <p>Total value of the scheme - £8.371 million</p> <p>Total value of Combined Authority funding – £950,000 (further funding to be determined)</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b>A629 Phase1b</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The A629 phase 1b scheme is being delivered as part of the West Yorkshire plus Transport Fund (WY+TF) A629 corridor programme.</p> <p>The programme has been split into five packages with phase 1b primarily delivering highway capacity enhancements and a new highway link to complement works delivered in phase 1a. The scheme will enable future delivery of phase 4.</p> <p>The scheme will deliver improvements to the current pinch point at the Calder &amp; Hebble junction through highway capacity enhancements, including carriageway widening, increasing the number of lanes and revising the current road network with closure of the existing A6026 Wakefield Road link and the introduction of a new highway link between B6112 Stainland Road and the A629.</p> <p>The scheme is to be wholly funded through the WY+TF.</p> <p><b><u>Impact</u></b></p> <p>The scheme is predicted to deliver significant journey time benefits to all motorised vehicles including the 15 buses per hour that run along this section of the corridor.</p> <p>The scheme also includes provision of a new bus gate and a new northbound bus lane to enhance the public transport offer. It will also improve the walking &amp; cycling infrastructure with revision to the cycle lanes and better pedestrian crossing facilities, supporting active travel accessibility and connectivity.</p> <p>Consideration for green infrastructure has also been accounted for such as planting and landscaping, as well as a new balancing pond to collect highway surface water run-off.</p> <p>The value for money assessment reflects a benefit cost ratio of 3.57:1 corresponding to high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme supports the inclusive growth principle of a better quality of life by improving accessibility and connectivity to employment, education and retail for all commuters travelling along this section of the corridor through motorised means (bus, car) or via active travel (walking, cycling).</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 - £27.83 million</p> <p>Total value of Combined Authority funding - £27.83 million</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>Leeds Bus Station Gateway</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a series of customer facing improvements, to enhance the customer experience at Leeds Bus Station and ensure that it offers an inclusive experience for all passengers. The proposed enhancements aim to ensure that the bus station offers passengers a positive gateway experience, befitting arrival to the city centre. This aligns with the wider Leeds Public Transport Investment Programme (LPTIP) objectives, of improving the quality of the bus passenger experience and to increase overall bus patronage.</p> <p>The scope of improvements includes upgrades to the quality of passenger facilities to ensure that they are befitting of the surroundings (Victoria Gate retail development to the north of the bus station and Quarry Hill mixed use development to the east of the bus station). The scheme will include enhancements to signage and wayfinding, an improved retail offer, a new travel centre, improved integration with the surrounding area. Solar panels will also be incorporated into the building to reduce the carbon impact. There could also be the possibility of including improvements to real time information in terms of a bus delivery programme.</p> <p>The design will also look to incorporate electric vehicle charging points from a separate project which has interdependencies with the Leeds Bus Station scheme.</p> <p>This change request is seeking:</p> <ul style="list-style-type: none"> <li>• indicative approval for an additional £224,000 to be funded from the ULEB programme, bringing the total scheme costs to £5.208 million.</li> <li>• approval for additional development costs of £454,000 bringing the total development costs to £1.204 million</li> <li>• extending the delivery timeframe from March 2021 to March 2022.</li> </ul> <p><b><u>Impact</u></b></p> <p>The scheme will play a key part in the overall outputs of delivering a gateway experience similar to other areas of the city centre and increasing bus patronage.</p> <p>The impacts of delivery under the current Covid-19 restrictions could be a significant risk to delivery of this scheme. This has been raised with DfT and a request made that this scheme is</p>

	<p>given additional time beyond the end of the programme in order to complete design and delivery.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to this change request for indicative approval for an additional £224,000 from the ULEB programme, bringing the total value of the scheme to £5.208 million, additional development costs of £454,000 taking the total development costs from £750,000 to £1.204 million and to extend the delivery timeframe from March 2021 to March 2022</p> <p>Total value of the scheme - £5.208 million (includes £224,000 – ULEB funding)</p> <p>Total value of Combined Authority funding - £5.208 million</p> <p>Funding recommendation sought - £454,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>A660 Signals</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme runs from the junction of the A660 Otley Road and Spen Approach to the pedestrian crossing south of North Hill Road.</p> <p>This scheme will see existing signalling systems deployed along the A660, upgraded to utilise Microprocessor Optimised Vehicle Actuation (MOVA), to help reduce congestion along the A660, by adapting traffic signal timings to variations in traffic flow. MOVA will also improve coordination between traffic signal-controlled junctions for general traffic, reducing the number of stops vehicles must make. The scheme includes three junctions and seven pedestrian crossings, in the following locations:</p> <p>Junctions</p> <ul style="list-style-type: none"> <li>• Thornbury Avenue / A660 Otley Road</li> <li>• St Anne's Road / A660 Otley Road / Shaw Lane (B6157)</li> <li>• North Lane / A660 Otley Road / Wood Lane</li> </ul> <p>Pedestrian crossings</p> <ul style="list-style-type: none"> <li>• South of Spen Approach (entrance to Lawnswood School)</li> <li>• The approach to Kepstorn Road / A660 Otley Road</li> <li>• South of Church Wood Avenue</li> <li>• Adjacent to the Three Horseshoes (Weetwood Lane)</li> <li>• East of Alma Cottages</li> <li>• The Original Oak, adjacent to St Michaels Road; and</li> <li>• South of North Hill Road.</li> </ul> <p>The scheme is part of a wider programme of bus priority corridor works under the Leeds Public Transport Investment Programme (LPTIP).</p> <p>The scheme is funded from the Leeds Public Transport Investment Programme (LPTIP) and Leeds City Council Section 106 contributions.</p>

	<p><b><u>Impact</u></b></p> <p>The scheme's BCR of 2.81:1 demonstrates high value for money when assessed against the Department for Transport's criteria. The scheme has wider social benefits including environmental and health benefits by reducing vehicular emissions, reducing noise when vehicles stop and start and improved access to suitable employment through improved reliability and reduced journey times.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5 (Full business case with finalised costs) and work commences on activity 6 (Delivery)</p> <p>Total value of the scheme - £1.056 million</p> <p>Total value of Combined Authority funding - £733,000</p> <p>Funding recommendation sought - £733,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>West Yorkshire Local Cycling and Walking Infrastructure Plans</b></p> <p>West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme proposes to undertake strategy development work to further develop Local Cycling and Walking Infrastructure Plans (LCWIPs), building on a first phase of work which is now complete. LCWIPs developed through this scheme will identify and develop prioritised schemes to feasibility stages, allowing business cases to be developed through to construction once further funding has been secured. Leeds City Region's Transforming Cities Fund (TCF) programme will deliver some of the schemes identified in phase one of LCWIPs in West Yorkshire.</p> <p>The scheme aims to develop phase one's LCWIPs into plans which cover each partner council's area, including consideration of cross-boundary cycling and walking movement between West Yorkshire and neighbouring districts. The scheme will develop the plans in preparedness for specific business cases to be developed through to delivery once further funding has been secured.</p> <p>The scheme's outputs will align with and provide input into the wider Connectivity Plan and Pipeline development work being led by the West Yorkshire Combined Authority to guide future transport investment.</p> <p><b><u>Impact</u></b></p> <p>The scheme supports the delivery of Priority 3 (Clean Energy and Environmental Resilience) and Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), and helps meet the commitment included in the West Yorkshire Devolution Deal to prioritise investment in cycling and walking networks identified through LCWIPs.</p> <p>Wider societal benefits of cycling and walking and health.</p> <p>The potential shift from motor vehicles to cycling and walking for leisure and work purposes should lead to a reduction in</p>

	<p>greenhouse gas emissions and other pollutants which impact on air quality and therefore reduce their impact on people's health.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £600,000</p> <p>Total value of Combined Authority funding - £600,000</p> <p>Funding recommendation sought - £600,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><b>Scheme</b></p> <p><b>Transport ICT - Combined Services and Assets Database (CoSA)</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>Combined Services and Assets Database (CoSA) is a purpose-built database with Geographical Information System (GIS) functionality which enables the West Yorkshire Combined Authority to manage public transport information, bus stop and shelter assets, bus and taxi service procurement and home to school transport.</p> <p>Having completed a project to upgrade and modernise CoSA, further funding is required to support future business needs. These include changes to support the Leeds Core Network (LCN) programme. The LCN programme, will transform the Combined Authority's roadside displays (RSDs), bus stop flags and shelters and requires changes to the way the Combined Authority manages bus stops and real time screens, displaying travel information.</p> <p>The upgrade will allow CoSA to facilitate delivery of the LCN bus stop information assets for over 2,000 bus stops and associated electronic information displays. It will also enable the Combined Authority to continue to effectively manage and audit its total estate of 14,000 bus stops.</p> <p>The scheme will also improve efficiency of reporting and will ensure the Combined Authority is able to provide mandatory data, required by the Department for Transport's Bus Open Data programme (BODs).</p> <p>The scheme will be funded from the Local Transport Plan – Integrated Transport Block Programme 2019-2022.</p> <p><b><u>Impact</u></b></p> <p>The scheme will update the existing CoSA system, to improve the quality, reliability and timeliness of public transport services information, helping residents to be more informed about their journeys for work or leisure.</p> <p>The upgrade will support programmes including the Leeds Core Network programme, which aims to encourage modal shift from private cars to public transport, by providing easy to access and up to date travel information to residents. By supporting these programmes, the scheme will make a positive contribution towards improving the environment and reducing carbon emissions in Leeds City Region.</p> <p><b><u>Decision sought</u></b></p>

	<p>Approval to proceed through decision point 5 (Full business case plus finalised costs) and work commences on activity 6 (Delivery).</p> <p>Total value of the scheme - £200,000</p> <p>Total value of Combined Authority funding – £200,000</p> <p>Funding recommendation sought - £200,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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3.11 Since the Investment Committee’s meeting on 9 June 2020 the following decision points and change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £1.950 million has been approved.

<p><b><u>Scheme</u></b></p> <p><b>CIP A62 Smart Corridor</b> Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is to deliver improvements to the A62 in Huddersfield, between the junction of Huddersfield Ring Road, Southgate and Northumberland Street and Old Fieldhouse Lane, a corridor length of approximately 2.0km</p> <p><b><u>Impact</u></b></p> <p>The scheme would deliver:</p> <ul style="list-style-type: none"> <li>• Reduced levels of congestion, leading to reduced journey times. increased journey time reliability and improved access for all modes</li> <li>• Contribution to improved business productivity and accessibility to employment</li> <li>• Enabling over 50ha of employment land and facilitating the delivery of over 2500 new dwellings around the A62 corridor.</li> <li>• Improvements in air quality and noise level reductions</li> </ul> <p>The scheme has a ‘very high’ value for money BCR of 14.58</p> <p><b><u>Decision sought</u></b></p> <p>The Managing Director approved this decision point 4 approval on 19 June 2020, giving indicative approval to the Combined Authority funding of £7.5 million towards a total scheme value of £8.21 million and for the scheme to proceed to activity 5 (full business case with finalised costs)</p>
<p><b><u>Scheme</u></b></p> <p><b>Transforming Cities Fund Early Gateways Huddersfield ‘Better Connected Stations’</b> Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will transform the safety, directness, priority and attractiveness of the main walking route between Huddersfield Bus and Rail Stations, as well as creating new cycling links for trips between the stations and wider routes around Huddersfield Town Centre.</p>

	<p>The scheme is part of a mini-package funded from the Transforming Cities Fund (Tranche1/ Early Gateways), which also includes a project for access enhancements and customer facilities to/at Dewsbury Rail Station</p> <p><b><u>Impact</u></b></p> <p>Successful delivery of the scheme will lead to improved connectivity for pedestrians, cyclists and bus/rail users, including vulnerable users, by providing a safe, direct and attractive walking link between the Bus and Rail Stations, together with a reduction in road traffic and congestion with an expected decrease in car traffic by 10% through the Westgate/ Henry Street/ Trinity Street junction by 2026.</p> <p>The BCR for the scheme is a 'very high' 10.2:1 over a 20-year appraisal period, rising to 23.4:1 over a 60-year appraisal period</p> <p><b><u>Decision sought</u></b></p> <p>The Managing Director approved this decision point 5 approval on 19 June 2020, giving approval to the Combined Authority funding of £1.550 million towards a total scheme value of £1.885 million and for the scheme to proceed to activity 6 (delivery)</p>
<p><b><u>Scheme</u></b></p> <p><b>CIP Fink Hill</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme forms part of Phase 1 of the West Yorkshire plus Transport Fund's Corridor Improvement Programme (CIP). and is located at the signalised junction of the A6120 Outer Ring Road, Fink Hill and Parkside in Horsforth, Leeds</p> <p>The proposed improvement scheme is for signal controlled pedestrian crossings across Fink Hill and both arms of the Ring Road, simplified movements at the A6120 Ring Road/Parkside junction which becomes left in/left-out only and widening of the A6120 between Horsforth Roundabout and Fink Hill to provide two lanes in each direction.</p> <p><b><u>Impact</u></b></p> <p>The objectives of the Fink Hill scheme are to improve pedestrian and cyclist safety along with improved pedestrian connectivity between areas of Horsforth severed by busy traffic on the A6120 Outer Ring Road, increase in journey time reliability, and a reduction in traffic congestion and delay.</p> <p>The change request is due to the need to undertake and Environmental Impact Assessment of the scheme (EIA). The potential need to undertake an assessment was identified in the risk register, and advice has now required one is undertaken, at a cost of £400,000 and extending the overall project timescales by 3 months.</p> <p><b><u>Decision sought</u></b></p> <p>The Managing Director approved this change request on 19 June 2020, giving approval to an increase in development funds by £400,000 taking total scheme development costs to £919,000 and approval to extend the programme timescale by 3 months.</p>

## 4 Information

- 4.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

### Projects in stage 1: Eligibility



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

<b>Project Title</b>	<b>West Yorkshire Mass Transit</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	1 (strategic assessment)

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

## Background

- 4.3 In February 2020, the Combined Authority endorsed continuing to undertake early preparatory works to plan for an advanced, 21st Century mass transit system for West Yorkshire. The decision point 1 development funding of £2.041 million requested here, is being sought to test the impact of Covid-19 within the strategic outline case (SOC) and undertake initial design and development for this major programme of works. During 2020, further approvals are likely to be sought to complete the development work required to achieve decision point 2. Decision point 2 (Strategic Outline Case); anticipated to be in December 2021.
- 4.4 To achieve the region's ambitions around cutting carbon, improving air quality and enabling inclusive growth, it is essential to transform the transport system from one which is currently car dominated to one which offers real alternatives for people in all parts of the region – cities, towns and rural areas. This means investing to create an efficient and integrated transport system which includes walking, cycling, bus, light rail and heavy rail, coupled with meaningfully managing down car travel into dense urban areas in order to create people focused, vibrant neighbourhoods with well-connected district, town, and city centres.
- 4.5 To achieve this, the Combined Authority is taking an integrated approach to an overall vision for transport by developing a Connectivity Plan which will set out a pipeline of interventions for the region's transport network up to the 2040s, in order to meet our targets and priorities which integrates all modes of transport
- 4.6 Cycling, walking, road, rail and bus all have an important role in meeting future transport demands and even coupled with investment in the road network, congestion relating to an over reliance on car trips will continue. Mass transit, as part of an integrated Connectivity Plan for the region will not only move more people, they will be designed to accelerate and shape future clean growth in the region.
- 4.7 The development of mass transit proposals is a key component of the West Yorkshire Connectivity Plan, which is being developed by the Combined Authority in order to:
- help **combat climate change** by being low emission and providing an attractive and sustainable alternative to car travel
  - connect **the important places across our region** – helping people travel to jobs and education in a reliable, efficient, and affordable way
  - support **productivity and inclusive growth** – improving transport links, creating new transport capacity, and encouraging investment and supporting the post Covid-19 recovery
  - support **health and wellbeing** through being part of healthy towns, cities and local communities and contributing to improve air quality.

- 4.8 By offering a new public transport option, which increases capacity and provides an attractive alternative to car travel, mass transit will support and facilitate:
- a low emission, low carbon, inclusive future
  - sustainable development and regeneration of neighbourhoods, district centres, towns and cities
  - a bigger, stronger and rebalanced economy
  - delivery of new housing
  - enhanced quality of life for West Yorkshire's residents and visitors
- 4.9 Whilst the cost of implementing mass transit can be high, the scale of benefit for the region is significant. Other cities in the UK and beyond are demonstrating mass transit offers high value for money. Evidence from around the country continues to illustrate that once mass transit opens, it delivers both substantial passenger growth and passenger satisfaction levels which are significantly higher than standard bus services.
- 4.10 At its meeting in February 2020, the Combined Authority agreed to continue to undertake early preparatory works to plan for mass transit across the region and noted that a Capital Approval for development funding would be sought from the Combined Authority during the spring/summer 2020.
- 4.11 Published in March, the Devolution Deal included commitment from government to "explore the case for funding a modern, low carbon West Yorkshire Mass Transit System" and the Deal proposed a £4.2 billion fund for Mayoral Combined Authorities (MCAs) to be able to bid to fund schemes (such as mass transit) between 2022-2027.

### **Case post Covid-19**

- 4.12 Covid-19 has brought immediate and substantial changes to the demand for travel. These are potentially long lasting. Covid-19 will make planners and decision makers reconsider the role which transport projects can play in supporting our cities and opportunities for growth. Different transport modes may be affected differentially. There could be changes to the patterns of economic activity that ultimately affect land use. A wide range of scenarios will need to be tested for all schemes as they develop. What is clear is that:
- There is increasingly strong ambition for delivering schemes which; enable a step change in air quality; help address climate change; support the use of active travel/sustainable modes; and help address inequalities in our region.
  - The underlying factors that have led to the connectivity plan and potentially the need for transit (e.g. connecting communities of greatest

economic need to urban centres, sustainable new housing, revitalising town and city centres) remain and in terms of the economy, be even more pressing.

- 4.13 It is essential that the business case for mass transit considers the emerging longer-term implications of Covid-19. As the timescales to deliver any mass transit proposals are longer than the time it will take for Covid-19 implications to become clearer, it will be possible to continue to test the mass transit/Covid-19 implications at each stage of the business case and Assurance Framework process.

### **Mass Transit Strategic Outline Case (SOC) and MCA funding**

- 4.14 Leaders have previously endorsed developing a Mass Transit SOC and this work to develop the SOC has now commenced. It is essential that the SOC reflects and assesses various scenarios which consider the longer-term implications of Covid-19 and that the SOC brings forwards flexible, technologically advanced solutions which are at the forefront of industry innovation.
- 4.15 The SOC will help to: inform upcoming local plans; shape the West Yorkshire Connectivity Plan, identify the 'pipeline' for future funding bids and give choices to Leaders to enable future decisions to be taken.
- 4.16 The £4.2 billion Transport Infrastructure Fund referenced within the Devolution Deal is a key target for funding phase 1 of West Yorkshire Mass Transit. While no details on this fund are yet available, it is likely that the bidding requirement for this fund will entail submission of a SOC, similar to that developed for the Transforming Cities Fund (TCF). The West Yorkshire Mass Transit SOC is therefore a key input for West Yorkshire to benefit from this fund.

### **Next Steps**

- 4.17 The funding proposed will be used to develop outline proposals for mass / urban transit on corridors identified for transit. These corridors are being shortlisted as part of the development of the West Yorkshire Connectivity Plan, through the following process:
- **Stage 1:** Prioritising those communities of greatest economic need (and identified as Inclusive Growth Corridors through the Leeds City Region HS2 Connectivity Strategy).
  - **Stage 2:** Creating a 'Single Evidence Base', which brings together the challenges and opportunities across: socio-economic demographics; major housing and employment opportunities; anticipated land use changes and new employment growth zones; the environmental and clean energy opportunities; the known transport constraints as well as the forecast changes to travel demand patterns and capacity.

- **Stage 3:** Based on conclusions above, identifying those key ‘Communities to Connect’ through transformed connectivity.
  - **Stage 4:** Taking account of points above, identifying the future demand potential and identify the mode which is best to meet demand and also address the local challenges / needs.
- 4.18 The funding to be released in July 2020 would enable potential mass transit routes to be considered across all the agreed corridors. The SOC will then assess the routes to establish leading route options, potential modes and phasing. It is likely some corridors will have a stronger business case than others and the transit solution on some corridors is more likely to be a ‘high quality bus solution’, similar to the Sprint network in West Midlands. Other corridors are more likely to propose an innovative, 21st century light rail solution (building on the feedback from the recent worldwide market testing). The feedback from the Transit SOC will be brought back to members as it becomes available and will also inform the connectivity plan.
- 4.19 Continuing to undertake the early development work for Mass Transit as described above will position the Combined Authority to be able to bid for the £4.2 billion fund and to support the priorities outlined in the Devolution Deal. Any submission to the £4.2 billion fund would likely need to focus on smaller, phased subset of corridors, and the Mass Transit SOC will provide Leaders with an evidence base around options around prioritisation for the bid.

## Funding

- 4.20 At present development work for Mass Transit is being funded from the WY+TF Transformational Fund. To continue the Mass Transit development work, a further £4.6 million is allocated within the WY+TF Transformational Fund. Of the £4.6 million, an initial £2.041 million is being sought for capital approval to enable early feasibility design development to continue up to the end of the 2020/21 financial year, which would be used to complete the areas set out in table below:

Budget Area to DP2	Cost	Key Outputs/Products:
Continued support development of the Mass Transit Programme Level Strategic Outline Case – this will identify evidence based ‘route options’ and ‘mode options’ for each of identified transit corridors, as well as phasing strategy options	£200,000	Decision Point 2 (SOC), which includes: <ul style="list-style-type: none"> <li>• Scenarios around implications of Covid-19</li> <li>• Multi Criteria Assessment of route options</li> <li>• Economic analysis appropriate to stage in development for route and option assessment</li> <li>• Indicative corridor phasing options</li> <li>• Technology Options Review and assessment for individual corridors</li> <li>• Completed consultations and engagement materials and reports</li> <li>• Commercial and financial advice to inform the business case</li> </ul>

		<ul style="list-style-type: none"> <li>The evidence and inputs necessary to support the transit contents for the £4.2 billion fund submission.</li> </ul>
Identification of technically feasible transit routes for all agreed corridors, followed by concept level design development (to RIBA 2 stage), plus hot spot for small number of locations	£975,000	<ul style="list-style-type: none"> <li>'Technically Feasible' Transit Scorecards for routes across all agreed corridors.</li> </ul> RIBA 2 level outputs including: <ul style="list-style-type: none"> <li>Route concept design alignment designs for all agreed corridors</li> <li>Capital Cost estimates</li> <li>Design Framework Principles/Scope</li> <li>Environmental Impact Scoping Assessment</li> <li>RIBA 3 level hot spot design for number of key locations</li> </ul>
Client side team, Project/Programme and CA overheads, including posts for programme management, planning and design	£866,000 (includes provision to resource the initial / key short-term project team requirements, for three years)	<ul style="list-style-type: none"> <li>Detailed Development Cost Programme</li> <li>Programme Development and Management</li> <li>Cost Management</li> <li>Risk Management</li> <li>Implementation of PRINCE 2 processes (e.g. PID)</li> <li>Project Assurance</li> </ul>
<b>Total</b>	<b>£2.041 million</b>	<b>From the WY+TF Transformational Fund (Corridors Allocation)</b>

4.21 During 2021, further approvals may be sought to complete development work required to achieve Decision Point 2. It should be noted that the cost plan set out above does not include:

- Any additional development costs post Decision Point 2
- Any costs associated with any future planning inquiry
- Undertaking any 'outline design' for any first phase
- Staffing costs for a full internal team necessary for delivery of mass transit
- Costs associated with advanced land acquisition
- Building any new transport modelling tool
- Costs for producing any bid necessary as part of the £4.2 billion fund.

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

4.22 A net zero carbon advanced mass transit system for West Yorkshire will need to help address the climate emergency and improve air quality, through:

- utilising zero emission at source vehicles, powered by green electricity
- being designed to reduce road space for cars, coupled with disincentivising car trips into dense urban areas
- integrated with rail, and bus to encourage mode shift from car

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

4.23 The scheme outputs and benefits include:

- Help combat climate change by being low emission and providing an attractive and sustainable alternative to car travel
- Connect the important places across our region – helping people travel to jobs and education in a reliable, efficient, and affordable way
- Support productivity and inclusive growth – improving transport links, creating new transport capacity, and encouraging investment and supporting the post Covid-19 recovery
- Support health and wellbeing through being part of healthy towns, cities and local communities and contributing to improve air quality.

4.24 By offering a new public transport option, which increases capacity and provides an attractive alternative to car travel, mass transit will support and facilitate:

- a low emission, low carbon, inclusive future
- sustainable development and regeneration of neighbourhoods, district centres, towns and cities
- a bigger, stronger and rebalanced economy
- delivery of new housing
- enhanced quality of life for West Yorkshire's residents and visitors

4.25 A benefit cost ratio (BCR) will be developed during the next stage in development and ahead of decision point 2, to reflect the whole-life costs compared to the monetised benefits. Mass transit is anticipated to be high cost but also deliver high value for the region.

### **Risks**

4.26 The scheme risks include:

- The scheme is at the very early concept design stage and the key delivery risks and associated mitigation measures identified at this stage relate to the process of securing stakeholder support, planning and other statutory consents, refining scheme designs and cost estimates and ensuring adequate funding is in place to enable delivery.
- The business case for mass transit is likely to be stronger on some corridors than others, which could create risks around the ability to continue to progress beyond decision point 2 for some corridors.
- The work commissioned here will help support development of the strategic outline case for decision point 2 submission, which will include development of a funding strategy. However, although there is the potential funding through devolution and the £4.2 billion fund, at present there is no committed funding for delivery of mass transit.
- Other key risks include ensuring alignment with local plans; timescales for production of economic appraisal required for the business case takes longer than anticipated. Also as set out above the impact of Covid-19 will continue to be tested.

## Costs

4.27 At present development work for Mass Transit is being funded from the WY+TF Transformational Fund. To continue the Mass Transit development work, a further £4.6 million is allocated within the WY+TF Transformational Fund. Of the £4.6 million, an initial £2.041 million is being sought for capital approval to enable early feasibility design development to continue in advance of DP2, which would be used to:

- support development of the Mass Transit strategic outline case – this will identify evidence based ‘route options’ and ‘mode options’ for each transit corridor.
- test implications/scenarios around Covid-19 on the proposals.
- undertake concept design development for routes identified.
- bring in additional technical design, engineering, planning and programme management posts into the Combined Authority to oversee the feasibility work.
- provide the evidence and inputs necessary to support the submission for the £4.2 billion fund.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
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1 (strategic assessment)	Recommendation: Investment Committee Decision: Combined Authority	27/07/2020
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/04/2022

### Other Key Timescales

- 4.28 The SOC will set out the expected programme, subject to funding from central government, the intention would be that a mass transit scheme could start to be delivered during the mid-2020s.

### Assurance Tolerances

<b>Assurance tolerances</b>
The Combined Authority contribution should remain within the costs set out in this report. That the timescales should remain within 3 months of the timescales set out in this report for the preferred way forward.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Liz Hunter (Head of Transport Policy)
<b>Project Manager</b>	Tom Gifford (Head of Mass Transit)
<b>Combined Authority case officer</b>	Ian Pegg (Portfolio Lead)

### Appraisal Summary

- 4.29 This scheme is driven by the need to develop a mass transit system for West Yorkshire. Funding to undertake early development work has been identified and this will lead to an options paper that will determine the full feasibility of the mass transit option. This initial development phase is vital to allow full development of the options to be undertaken.

### Recommendations

- 4.30 The Investment Committee recommends to the Combined Authority that:
- (i) The West Yorkshire Mass Transit programme proceeds through decision point 1 (Strategic assessment) and work commences on activity 2 (Strategic outline case)
  - (ii) An approval for development funding is agreed for £2.041 million from WY+TF Transformational Fund to develop the feasibility of the scheme.

- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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>A64 Bus Priority and Park &amp; Ride</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 4.31 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.
- 4.32 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 4.33 The A64 is a key radial route through east Leeds carrying long distance traffic from the wider Leeds City Region alongside local traffic. It is an important bus corridor with high frequency services carrying large numbers of passengers. Low car ownership levels within the surrounding communities mean that many local residents rely on public transport on this route to access employment and services.

- 4.34 This package consists of two complementary schemes. The first (Bus Priority) involves a series of bus infrastructure improvements along the A64 from the Seacroft roundabout through to Marsh Lane and the Quarry Hill area in Leeds City Centre. It includes new bus lanes (linking existing bus lanes and guided busways), bus priority at junctions and signalised roundabouts at Seacroft and Ivy Street together with improvements to cycling infrastructure on Crossgates Road.
- 4.35 The second scheme (Park and Ride) involves the provision of a new bus park and ride site on the A64 at Whinmoor. It will provide a public transport option for commuters from outside the city who do not have access to rail services or easy access to other park and ride sites. Bus services from this site would benefit from the Bus Priority improvements along the A64.
- 4.36 A summary of the business case and location map is included in **Appendix 2**.

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

- 4.37 This package will reduce the number of car journeys along this corridor, thereby reducing emissions and improving air quality. It will also improve access to key services along the corridor by bus and bicycle. Further details on the potential climate change implications of each scheme will be undertaken as they progress through the assurance process.

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

- 4.38 Overall package outputs and benefits include:
- Increased bus patronage and improved service reliability
  - Reduced greenhouse gas emissions and improved air quality – through modal shift from car to bus
  - Increased levels of employment and education for residents of east Leeds – through supporting planned growth from the East Leeds extension, which aims to deliver around 5,000 new homes.
  - Increased, sustainable economic growth for Leeds– through greater confidence in investing for developers and investors
  - Reduced overall levels of deprivation in east Leeds – by supporting access to employment and services

### **Risks**

- 4.39 Individual schemes will come with their own risks at outline business case. Risks at the package level include:
- scheme delays due to the impact of Covid-19 – mitigated by monitoring the impact of Covid-19 of schemes currently in delivery and using lessons learned to minimise risks on this scheme

- schemes not delivered by the TCF spending deadline of March 2023 – mitigated by overlapping design stages to expedite the delivery programme
- package costs increase from early estimates – mitigated by learning lessons from the Leeds Public Transport Investment Programme and similar schemes, including appropriate risk and contingency levels and obtaining detailed survey information early in the design process
- public/stakeholder objections to proposals given likely impact on car users and disruption to road network during construction period and its impact on business/property owners – mitigated by public consultation from an early stage and throughout the design and delivery process
- environmental impacts and considerations including Tree Preservation Orders (TPO) – mitigated by early investigation/identification of TPOs and exploration with planning team
- scheme requires third party land – mitigated by delivery within highway boundary / Leeds City Council owned land and early engagement with key third party landowners.

## Costs

- 4.40 The total package value under the ‘low’ scenario is £7 million. The package value under the ‘core’ scenario is £8.878 million for the Bus Priority scheme and the ‘high’ scenario is £23.329 million with the addition of the Park and Ride scheme. 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.
- 4.41 Given the extent of the potential funding gap and the complementary nature of the two schemes, they will be developed through a single outline business case (OBC). Development costs of £510,000 were approved by the Combined Authority on 13 May 2020.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	27/07/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/01/2020

## Other Key Timescales

- 4.42 Construction for both schemes (subject to funding) is forecast to commence in January 2022.
- 4.43 Completion is forecast by March 2023.

### Assurance Tolerances

Assurance tolerances
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

Senior Responsible Officer	Andrew Hall (Leeds City Council)
Project Manager	Elizabeth Walker (Leeds City Council)
Combined Authority Case Officer	Ian McNichol

### Appraisal Summary

- 4.44 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 rationale for a range of interventions to improve public transport infrastructure is clearly presented. A range of potential benefits have been identified and further work will be required at the next stage of the assurance process to quantify these and establish the extent to which this represents value for money.
- 4.45 The overall funding strategy for the package will need to be further developed to address the gap between the TCF funds and the costs for delivering both schemes and this included match funding from Leeds City Council and other potential sources. The management case is clearly presented and builds on the work to develop and deliver similar bus priority and park and ride schemes elsewhere in the city through LPTIP.

### Recommendations

- 4.46 That the Investment Committee recommends to the Combined Authority that:
- (i) The A64 Bus Priority & Park & Ride package proceeds through decision point 2 (Strategic outline case) and work commences on activity 3 (Outline business case).
  - (ii) An indicative approval of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once the scheme package 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 Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Integrated Corporate Systems</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 4.47 The West Yorkshire Combined Authority is in a period of growth and transformation This coincides with a review of existing legacy corporate systems which are reaching end of life and which were implemented in some cases 15 years ago when the organisation was very different.
- 4.48 The key objective of the scheme is to improve the efficiency of the finance and HR systems, by the replacement of the existing outdated legacy software systems providing HR, payroll, finance and budgeting systems and processes. The current HR system is over 10 years old and the main finance systems were originally installed over 15 years ago and these have not been significantly invested in since implementation and have come to the end of their life.
- 4.49 Current systems also do not allow effective budget modelling, and information is often required to be held in more than one system. The training for staff and other end users is also included in the scope of the scheme.
- 4.50 The current legacy solutions were implemented when the organisation was very different. Since then, the overall employee count has increased, and more significantly, the breadth and complexity of activities. This will continue with the development of a Mayoral Combined Authority, and the need to offer significant value and support to its partners.

4.51 The finance and HR departments use a range of systems from numerous providers and these systems are now used by many more staff in other directorates. Using a range of different systems is complex, time consuming and presents the following challenges:

- maintaining numerous systems requires significant effort from finance, HR and on Information and Communications Technology (ICT) services to keep them updated, available and ensuring all interfaces between the systems work.
- numerous systems lead to unnecessary duplication of data, and potentially conflicting data and unnecessary record discrepancies for the Combined Authority.
- Separate systems holding data means more complex reporting is very difficult, hindering the provision of good management information for business planning
- staff time is tied up across directorates as liaison is needed to agree / reconcile information manually, including using paper forms (adding further potential of human errors in data entry) to facilitate processes which systems should automate.

4.52 A summary of the scheme's business case is included in **Appendix 3**.

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

4.53 The scheme will reduce carbon emissions by reducing energy and waste consumption, as a modern, consolidated system will eliminate the current need for manual paper-based processes and workflows.

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

4.54 The scheme outputs and benefits include:

- the implementation of a new system(s) that is modern, fit for purpose and flexible for future growth.
- financial and time savings – through more efficient processes, enabling self-service for all staff.
- better decision making – improved management information that provides for real time information that is accurate, reliable and timely.

### **Risks**

4.55 A risk register will be developed by the recruited Project Manager. Further details on risks and their mitigation will therefore be detailed in the full business case. The scheme risks considered so far include:

- delays due to notice periods of the legacy systems – mitigated by giving timely notice
- Capacity of in-house staff to engage with the project alongside other priorities - mitigated by additional resources through backfilling of staff where needed

## Costs

4.56 The scheme costs are:

- The total scheme estimate is £1.5 million, to be funded through the West Yorkshire Combined Authority's own capital programme and reserves. Costs may be met through borrowing.
- Approval of development costs of £150,000 from the West Yorkshire Combined Authority's resources is now sought, taking the total approval to £150,000.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/08/2020
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

4.57 Further timescales will need a full review / refinement by the Project Manager, once recruited, and the successful supplier.

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That the total project costs should remain within plus 10% of the total project costs</li> <li>• That the project delivery timescale remains within six months of the timescales identified within this report.</li> </ul>

## Project Responsibilities

<b>Senior Responsible Officer</b>	David Gill, Head of ICT Services
<b>Project Manager</b>	To be recruited – role currently being advertised (deadline is 22 <sup>nd</sup> June)
<b>Combined Authority case officer</b>	Lynn Cooper

### **Appraisal Summary**

- 4.58 The scheme aligns with the ethos and aspirations of the Combined Authority and there is a clear demand for the replacement of the HR, payroll and finance systems to meet future needs. Further work is required, as part of the business analysis, project specification and procurement, to establish the most appropriate option to address the specific needs of the various stakeholders. Further work also needs to be undertaken as part of the procurement exercise to determine the cost of this project.
- 4.59 More detail will also need to be included in the full business case around the governance arrangements, which are subject to the appointment of a project manager.

### **Recommendations**

- 4.60 That the Investment Committee recommends to the Combined Authority that:
- (i) The Integrated Corporate Systems project proceeds through decision point 2 (Strategic outline case) and work commences on activity 4 (full business case).
  - (ii) An indicative approval to the total project value of £1.5 million is given from the Combined Authority's own capital programme and reserves. with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4.
  - (iii) Development costs of £150,000 are approved in order to progress the scheme to decision point 4 (Full business case).
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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>Bradford Strategic Transport Model</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 4.61 This scheme will be funded from the West Yorkshire plus Transport Fund. 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.
- 4.62 The purpose of this scheme is to deliver a new multi-modal transport model for Bradford which reflects Department for Transport (DfT) best practice guidance, indirectly supporting the delivery of the Leeds City Region Strategic Economic Plan (SEP) priorities, by developing and appraising transport schemes and assessing development options, associated with the Local Plan and wider Leeds City Region schemes.
- 4.63 The scheme is needed to update the Bradford Strategic Transport Model to support development and appraisal of projects included within the West Yorkshire plus Transport Fund and bids for government funding. In July 2018, City of Bradford Metropolitan District Council (CBMDC), appointed a preferred supplier, WSP, through a competitive tendering exercise. The data for the model was collected in Autumn 2018. The model has already been started and majority of the work has been done.
- 4.64 A summary of the scheme's business case is included in **Appendix 4**.

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

4.65 The Bradford Transport Model Update 2020 will be used to appraise future pipeline schemes, allowing clean growth and climate change implications to be tested.

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

4.66 The forecast outputs, benefits and inclusive growth implications are:

- Up to date origin and destination data for use in model building.
- Transport model that meets the latest requirements of DfT guidance.
- A model that can be used in support of a wide range of transport schemes across Bradford.
- Can be applied in the development and appraisal of schemes that support inclusive growth

### **Risks**

4.67 The key risks to the delivery of the scheme and associated mitigation measures are:

- Covid-19 - the crisis impacts on the project team, forecast accuracy and social value component of the bid. To mitigate these impacts regular online meeting and reporting take place.
- Risk of software issues during model development and testing – to mitigate, separate versions of models will be kept, rather than making changes to the existing WY+TF version of the model.

### **Costs**

4.68 The scheme costs are:

- The total forecast scheme cost is £709,000.
- The Combined Authority contribution sought is £367,000 from the West Yorkshire Plus Transport Fund (including £25,000 to finalise the model).
- CBMDC will fund £342,000.

### **Assurance Pathway and Approval Route**

Assurance pathway	Approval route	Forecast approval date
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2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	27/07/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/08/2020

### Other Key Timescales

- 4.69 Model validation and calibration to be completed in June 2020.
- 4.70 Model completion and sign off is forecast for June 2020.

### Assurance Tolerances

<b>Assurance tolerances</b>
That the delivery programme remains within 3 months of the timescales outline in this report. 0% tolerance on costs outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Richard Gelder, Bradford Council
<b>Project Manager</b>	Ben McCormac, Bradford Council
<b>Combined Authority case officer</b>	Kamila Nowicka

### Appraisal Summary

- 4.71 The strategic and socio-economic drivers for the Bradford Strategic Transport Model are well established. The model is necessary to help develop and evaluate major future transport interventions in the city and wider district. The transport interventions to be considered include highway improvement schemes, public transport improvements (including bus priority measures and “new” transport modes such as mass transit).
- 4.72 The scheme also contributes to delivering the Leeds City Region SEP priorities, along with wider national, regional, and local transport strategies and policies through appraisal of schemes and the development of more robust business cases.
- 4.73 There is a clear need for an up to date transport model that meets DfT guidance. A clear procurement strategy is in place. Outcomes and benefits have been clearly defined in the Strategic Outline Case (SOC) and are achievable and realistic.

### Recommendations

4.74 That the Investment Committee recommends to the Combined Authority that:

- (i) The Bradford Strategic Transport Model project proceeds through Decision Point 2 (Strategic outline case) and work commences on Activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £367,000 (which will be funded through the West Yorkshire Transport Fund) is given. The remainder of the funding is from City of Bradford Metropolitan District Council (£342,000). The total project value is £709,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## Projects in Stage 2: Development



- 4.75 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>Leeds City Centre Cycle Connectivity</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

### Background

- 4.76 On 11 March 2020, Government approved £317 million towards the Combined Authority's Transforming Cities Fund (TCF) bid. The TCF brings together collective schemes from across West Yorkshire to improve access to cycling, walking, and public transport.
- 4.77 The Leeds City Centre Cycle Connectivity (LCCCC) scheme forms part of the Leeds Station Cycle Access package. The package includes measures to improve access to Leeds rail station, the relocation to bus and taxi facilities, and a new 700 space cycle parking hub.
- 4.78 The LCCCC scheme focuses on improving the cycling connectivity to the station and Leeds city centre, identifying six locations to deliver a combined seven kilometres of cycling infrastructure which links up and bridges gaps in the existing cycle network. This comprises of:
- Western Gateway: Kirkstall Road to Wellington Street and St Pauls Street

- Southern Gateway: Neville Street and Bishopsgate Street, with Dark Neville Street and Sovereign Street connectors
  - Eastern Gateway: Lady Lane, Templar Street and Bridge Street
  - Crown Point Bridge Gateway: Black Bull Street and Crown Point Road
  - Holbeck Connector: Whitehall Road to Holbeck
  - Dewsbury Road Connector: Kidacre Street and Leathley Road
- 4.79 Scheme delivery is anticipated to deliver high quality, coherent cycle links to growth areas across Leeds city centre, improving access to employment, skills, and education especially in areas of economic and social deprivation.
- 4.80 The scheme will also support mode shift from car to cycle, reducing net carbon emissions from transport in Leeds, and through this also increase the cycle mode share for commuter trips into the city centre.
- 4.81 The scheme comes forward at Outline Business Case (activity 3) with a total scheme cost estimate of £7.81 million, to be wholly funded through the TCF programme.
- 4.82 Several other schemes are in the pipeline for delivery, within the periphery of Leeds City Centre and the rail station. The scheme promoter has confirmed that the six LCCCC cycle infrastructure schemes, can be brought forward independently. Where there are geographical interfaces, Leeds City Council's projects teams are working closely together with all schemes co-ordinated at the City Centre Programme Board.
- 4.83 In response to the Covid-19 emergency, the scheme promoter is implementing a "trial" version of the scheme using light segregation 'wands' (a method to separate cycle lanes from the highway). This will be a temporary measure but is anticipated to provide robust evidence for the longer-term scheme. The promoter has provided a guarantee that this will not incur an additional cost to the scheme through development cost savings, incorporation of 'wands' in parts of the final designs and the reuse of the 'wands' for future schemes. The £600,000 cost of the segregation 'wands' will be funded from the £7.81 million total scheme cost.
- 4.84 A summary of the scheme's business case and location map is included in **Appendix 5**.

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

- 4.85 The scheme will contribute to the delivery of a low emission transport system by reducing car use and encouraging modal shift to cycling into the city centre and accessing the rail station, supporting active travel into the city centre and access to rail for onward journeys.

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

4.86 The scheme outputs and benefits include:

- to deliver 3.2 kilometres of segregated cycle infrastructure in Leeds City Centre by 2023
- to deliver seven kilometres of high-quality cycling provision in total to enhance and complement other planned transport projects and programmes, building a comprehensive network of cycling and walking infrastructure across the city
- create high quality, coherent cycle links to growth areas across Leeds City Centre, providing improved access to the city centre from planned housing and employment sites
- improve access to employment, skills, and education, especially in areas of economic and social deprivation
- support mode shift from car to cycle to reduce net carbon emissions from transport in Leeds, with an increased cycle mode share of at least one per cent in the city centre
- increase the number of trips made by bike on these routes by 70 per cent by 2030.
- The value for money assessment reflects the LCCCC scheme benefit cost ratio (BCR) of 3.89:1 corresponding to High value for money when assessed against the Department for Transport's value for money criteria.
- The LCCCC scheme supports the inclusive growth principle of a better quality of life for all in society by enhancing connectivity to the city centre and rail station for direct or onward travel to employment, education, housing and retail via a sustainable and affordable form of travel, which also encourages better health and supports the reduction in carbon emissions, improving air quality.

### **Risks**

4.87 The scheme risks include:

- environmental risks primarily concerning unchartered statutory undertakers, utilities, and contaminated land which could result in additional site survey costs. Early engagement is happening to capture as much intelligence on ground conditions prior to construction
- partnership and commercial risks including cost escalation and contractual delays, which could increase costs and delay to the scheme programme. Procurement to be undertaken as early as possible to enable early contractor engagement to inform contractual arrangements

- regulatory and legal risks including time needed to process Traffic Regulation Orders (TRO's), traffic management and statutory undertakers works permits, and temporary bus stops, which could add delay to the scheme programme. Early engagement has been had with applicable stakeholders (planning, highways) with discussions ongoing.

## Costs

4.88 The scheme costs are:

- The scheme sits within the Transforming Cities Fund (TCF) Leeds Station Cycle Access Improvement package which under the 'low', 'core', and 'high' scenario has a cost of £39.5 million.
- The total scheme cost estimate at outline business case (activity 3) is £7.81 million, to be wholly funded through the TCF programme.
- Approval of £1.085 million of which £485,000 is development costs and £600,000 for the segregation 'wands', from the TCF fund, is sought to progress to Full Business Case with finalised costs (activity 5), taking the total approval to £1.235 million. The £600,000 cost of the segregation 'wands' will be funded from the £7.81 million total scheme cost estimate.
- The Combined Authority to enter into a funding agreement with Leeds city council for expenditure up to £1.235 million from the TCF fund.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	27/07/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/11/2020

## Other Key Timescales

- 4.89 The construction contract award is anticipated for October 2020.
- 4.90 Commencement to construction works across all six schemes is forecast for November 2020, with completion to be achieved between December 2022 and March 2023.

## Assurance Tolerances

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

## Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds city council
Project Manager	Paul Foster, Leeds city council
Combined Authority case officer	Asif Abed

## Appraisal Summary

- 4.91 The proposed interventions and the desired outcomes align to the ambitions of the Transforming Cities Fund (TCF) as well as local and regional transport policies and strategies, with focus on improving cycling connectivity by bridging gaps in the current cycle network into Leeds city centre and the rail station to encouraging modal shift from the car to a more accessible, affordable, and sustainable form of travel. Scheme delivery therefore also demonstrates support to the Leeds City Region clean growth targets, inclusive growth principles, and highlights how it will compliment other activity being delivered in the city centre through other transport funding programmes such as the Leeds Public Transport Investment Programme (LPTIP).
- 4.92 The financial case reflects a total scheme cost of £7.81 million, considered affordable for delivery through the TCF Leeds Station Cycle Access Improvement package.
- 4.93 The commercial case suitably sets out the preferred procurement route, whilst the value for money assessment reflects a high value for money scheme informed by a satisfactory evidence base of the modelling tools and inputs.
- 4.94 Further work to refine the scheme programme is however required, with expectancy this is presented at the next stage following appointment of the contractor and the development of a construction programme. It is imperative the scheme considers delivery of works on this scheme in combination to the other activity being delivered in and around the periphery of the city centre.

## Recommendations

- 4.95 That the Investment Committee recommends to the Combined Authority that:
- (i) The TCF: Leeds City Centre Cycle Connectivity project proceeds through decision point 3 (Outline business case) and work commences on activity 5 (Full business case with finalised costs).

- (ii) An indicative approval to the total project value of £7.81 million is given from the TCF 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) Additional development costs of £1.085 million are approved, in order to progress the scheme to decision point 5 (Full business case with finalised costs), taking the total project approval to £1.235 million.
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £1.235 million from the TCF 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 Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Rail Accessibility Programme – Horsforth and Crossgates</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 4.96 This scheme has been developed up to decision point 3 (Outline business case) as part of the Leeds Public Transport Investment Programme (LPTIP), 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 health outcomes by reducing overall transport emissions
- 4.97 The Rail Accessibility Programme (RAP) aims to deliver step free access from the rail station point of entry through to the platform edge at Cross Gates and Horsforth rail stations. The scheme will build a new footbridge located mid-platform, including steps and lifts, at each station.
- 4.98 The scheme, which received decision point 2 approval (Strategic outline case) as part of the Combined Authority’s approval of the LPTIP programme on 29 June 2017, originally included Morley rail station. Morley rail station has now been removed as it is anticipated the Transpennine Route Upgrade programme will fund the same improvements.
- 4.99 The scheme will be managed by Network Rail and will focus on Strategic Economic Plan (SEP) Priority 4 – Infrastructure for Growth, by focussing on the aspiration of providing ‘high quality transport interchanges and infrastructure’. The station accessibility improvements will allow all rail users to use each of the stations without assistance, unlocking a new route to jobs and employment for customers at these stations.
- 4.100 A summary of the scheme’s business case and location map is included in **Appendix 6**.

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

4.101 The scheme will see stations become accessible to people with reduced mobility and should encourage a shift from private car to train to access work and leisure, reducing vehicle emissions.

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

4.102 The scheme outputs and benefits include:

- Improved accessibility for all rail station users
- Increased rail trips as more people with reduced mobility are able to access and use the stations
- Improved accessibility to encourage a shift from private car to train to access work and leisure, reducing vehicle emissions
- BCRs varied by station but were generally found to be less than 3

4.103 The BCR for this type of scheme is typically low but the wider benefits to society, whilst difficult to measure, would still be of great importance.

## **Risks**

4.104 The scheme risks include:

- securing funding, indicating the cost per station has increased substantially.
- the scheme has been developed and funded up to decision point 3 (Outline Business Case) under the LPTIP programme. Approval is being sought to proceed through decision point 3 (Outline business Case) in preparedness for work to commence on activity 4 (Full Business Case) once further scheme funding has been secured.

## **Costs**

4.105 The estimated total scheme costs are £8.371 million.

- The estimated scheme costs for the original three station scheme, including Morley, were £9.5 million. At decision point 3 (OBC) the cost for the two-station scheme is £8.371 million.
- The Combined Authority contribution for this scheme is £950,000 which has been funded from the Leeds Public Transport Improvement Programme (LPTIP), to develop the scheme Business Case. Approval is being sought to proceed through decision point 3 (Outline business Case) in preparedness for work to commence on activity 4 (Full Business Case) once further scheme funding has been secured.
- A funding strategy for delivery will be set out in the Full Business Case.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2020
4 (full business case)	Recommendation: Investment Committee Decision: Combined Authority	To be confirmed

## Other Key Timescales

- 4.106 Construction commences - to be confirmed, should scheme proceed to decision point 4 (Full business case)
- 4.107 Construction completes – to be confirmed, should scheme proceed to decision point 4 (Full business case)

## Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out. That the delivery programme remains within 6 months of the timescales set out.

## Project Responsibilities

Senior Responsible Officer	Dave Haskins
Project Manager	John Parkin
Combined Authority case officer	Neil Johnson

## Appraisal Summary

- 4.108 The scheme has been developed and funded up to decision point 3 (Outline business case) under the LPTIP programme. Approval is being sought to proceed through decision point 3 (Outline business case) in preparedness for work to commence on activity 4 (Full business case), so that the scheme is in a good position to quickly respond to and take advantage of any new funding opportunities which may arise.
- 4.109 The scheme will improve accessibility, at the two stations, for all rail users. Further work is required on the Financial and Management cases, including considering suggested recommendations on refining information already submitted in the business case and submitting new supplementary information. The scheme promoter should address this as part of the full business case,

should funding be secured to progress beyond decision point 3 (Outline business case).

### **Recommendations**

4.110 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The Rail Accessibility Programme (RAP) passes through decision point 3 (Outline business case), in preparedness for work to commence on activity 4 (Full business case) when scheme funding has been secured.
- (ii) Investment Committee are sighted on the total project value of £8.371 million. The funding source will be confirmed at decision point 4, when funding has been secured, 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, to be agreed and funding being secured.

<b>Project Title</b>	<b>A629 Phase1b</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full 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

- 4.111 The A629 phase 1b scheme is part of the wider £125.64 million West Yorkshire plus Transport Fund (WY+TF) A629 Halifax to Huddersfield corridor programme, approved by the Combined Authority in 2015.
- 4.112 The A629 corridor programme incorporates a series of multi-modal transport (car, bus, walking, cycling) and accessibility infrastructure improvements between Halifax, Huddersfield, and the M62, to address barriers to economic growth, supporting ambitions of the Leeds City Region Strategic Economic Plan (2016-2036) and local and regional transport policies and strategies.
- 4.113 To support project delivery, the A629 corridor programme has been split into five phases:
- Phase 1a Jubilee Road to Shaw Hill
  - Phase 1b Elland Wood Bottom to Salterhebble Hill
  - Phase 2 Halifax Town Centre
  - Phase 4 Ainley Top (M62 Junction 24) and wider strategic interventions
  - Phase 5 Ainley Top into Huddersfield (Kirklees)
- 4.114 Phase 1a has been constructed and operational since November 2018, whilst the other phases are at various stages of business case development.
- 4.115 The phase 1b site is located within the River Calder valley, approximately 2.5 kilometres south of Halifax Town Centre. The site is focused around the existing Calder & Hebble highway junction that includes the A629 Huddersfield Road, Stainland Road, and the A6026 Wakefield Road.

- 4.116 The scheme will primarily deliver interventions to address the current pinch point of the Calder & Hebble junction, to reduce congestion levels and deliver journey time savings for all motorised traffic for example cars and buses. This will be achieved through a new highway link between the B6112 Stainland Road and the A629, the closure to the existing A6026 Wakefield Road link between the A629 Huddersfield Road and the B6112 Stainland Road, and through highway capacity enhancements such as increasing the number of lanes, the widening of carriageways, and signalised junction improvements. It should be noted that the proposal has been developed in combination with the recently completed phase 1a scheme to ensure both elements are complementary to realise the full benefits.
- 4.117 The scheme does include public transport measures with delivery of a new northbound bus lane and bus gate and supports active travel (walking & cycling) with delivery of improved pedestrian footpaths and crossing facilities, and changes to current cycle lanes and the introduction of new cycle lanes and shared pedestrian and cycling space. The scheme will also enable delivery of the A629 phase 4 scheme which focuses on bus service efficiencies and improvements to bus stop facilities.
- 4.118 Green infrastructure such as new planting and landscaping (in particular the landscaping of the existing slip road linking the A629 with Stainland Road which becomes redundant under the scheme, to an aesthetically pleasing green gateway), as well as a new balancing pond to collect highway surface water run-off also form part of the scheme to safeguard the environment and support clean growth.
- 4.119 Scheme delivery is anticipated to reduce journey times over the length of the phase 1 section (1a and 1b) by 25% within two years of opening and support an improvement in journey reliability and connectivity to employment, housing, education and retail along the Halifax Huddersfield corridor.
- 4.120 The scheme comes forward at full business case (activity 4) with a total cost estimate of £27.83 million. This does reflect an increase to the outline business case (decision point 3) estimate of £18.9 million presented in 2016 but is considered affordable following the recent A629 corridor programme WY+TF re-baseline exercise with the Combined Authority. The increase has been attributed to inflation in land costs and additional cost to the forecast budget for statutory and civil works (i.e. ground investigations), resulting in an increase in project contingencies too.
- 4.121 A summary of the scheme's business case and location map is included in **Appendix 7**.

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

- 4.122 This project, while incorporating a new bus lane, cycle, pedestrian and increased ecology habitats, statistically as a standalone outcome presents a mixture of positive air quality outcomes for the residential community as a whole vs marginal adverse effect to one roadside corridor length.

4.123 The project intervention forecasts a net improvement to surrounding residential district centres due to vehicle redistribution back onto the principal A629 travel corridor (as opposed to rat running) however, this increase in demand upon the A629 results in a net opening year increase in NO<sub>2</sub> (nitrogen dioxide) exposure at certain points along the corridor.

4.124 The drive towards clean growth is however wholly supported with the A629 phase 4 proposal to introduce further corridor bus efficiency measures, a new express bus service linking Huddersfield with Halifax, and a benchmark network of cycle routing between the two towns.

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

4.125 The scheme outputs and benefits include:

- to reduce journey time on the A629 over the length of the whole phase 1 for general traffic during peak periods by 25% two years after opening
- to improve journey time reliability on the A629 over the length of the whole phase 1 during peak periods for general traffic, within one year of opening
- to support an overall A629 programme net decrease in carbon emissions through enabling other phases to come forward and deliver more dedicated public transport (bus) and active travel (walking, cycling) measures
- the value for money assessment reflects a benefit cost ratio of 3.57:1 corresponding to 'High' value for money when assessed against the Department for Transport's value for money criteria
- the scheme supports the inclusive growth principle of a better quality of life by improving accessibility and connectivity to employment, education, housing, and retail for all commuters travelling along this section of the corridor through motorised means (bus, car) or via active travel (walking, cycling)

### **Risks**

4.126 The scheme risks include:

- that current information on existing utilities is inadequate or inaccurate, which could lead to additional costs to the scheme or delay in the programme. Mitigated by contact with existing service providers and ongoing liaison. Ground penetrating radar survey undertaken, with Design & Build contractor to implement value engineering options into the final design.
- unable to purchase or come to agreement with third party landowners delaying the programme or impacting scope of delivery. Mitigated by

discussions already starting with landowners, solicitor appointed, and continued negotiation being had in parallel with Compulsory Purchase Order (CPO) process. A total of 15 separate land parcels are required for scheme delivery with the principal plot to deliver the new highway link now acquired.

- that areas of permanent and temporary land take, the area of land needed to complete the scheme, is not sufficient to allow the scheme to be constructed. Mitigated by the Design & Build Contractor working within the land allocation in the completion of the detailed design.
- that the existing Elland Wood Bottom retaining walls are structurally unsound requiring significant remedial works, increasing scheme costs. Mitigated by undertaking structural assessment and further ground investigation as part of detailed design, and to rebuild if necessary.
- That cost estimates are inaccurate. Mitigated by the appointment and engagement of Early Contractor Involvement (ECI) to provide input to cost estimates.

## Costs

4.127 The scheme costs are:

- The total scheme cost at full business case (activity 4) is £27.83 million, to be wholly funded from the West Yorkshire plus Transport Fund (WY+TF).
- The total cost estimate does reflect an increase to the previous estimate but considered affordable through the WY+TF A629 corridor programme following the recent re-baseline exercise with the Combined Authority.
- The scheme does not require approval of additional development costs. This is because the scheme has an outstanding WY+TF balance of £2.64 million from the £5.67 million secured through the change request of 2018, sufficient to fund business case development, procurement, and land acquisition costs to inform the full business case with finalised costs submission (activity 5).

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2020

5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team  Decision: Combined Authority's Managing Director	15/01/2021
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### Other Key Timescales

- 4.128 The Design & Build contract award is expected by August 2020.
- 4.129 Conclusion to land acquisition is anticipated for December 2020.
- 4.130 Commencement to the main construction programme is anticipated for March 2021 with completion forecast for September 2022.

### Assurance Tolerances

<b>Assurance tolerances</b>
That any cost increase remains within 5% of the costs set out. That the programme remains within 6 months of the timescales set out.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Mark Cole
<b>Project Manager</b>	Richard Binks
<b>Combined Authority case officer</b>	Asif Abed

### Appraisal Summary

- 4.131 The A629 phase 1b scheme at Full Business Case (activity 4) suitably details the strategic drivers, and the proposed interventions reflect understandable solutions to achieve the desired outcomes – very much geared to compliment works delivered in phase 1a and support congestion relief to unlock economic growth opportunities. The scheme will also enable delivery of phase 4 which is focused on public transport improvement measures.
- 4.132 Total scheme costs have increased since outline business case but deemed affordable within the WY+TF A629 programme. It is expected that following appointment of the Design & Build contractor, scheme costs are refined through detailed design and value engineering, with the full business case with finalised costs (activity 5) to demonstrate the agreed contractual arrangements, setting out the contractor target cost and risk allocation.
- 4.133 Conclusion to land acquisition appears to be the main risk but having recently completed the purchase of the primary parcel of land to deliver the new highway link, there appears to be a degree of confidence that conclusion to land acquisition will be completed as expected by December 2020.

4.134 The value for money assessment reflects a 'High' value for money scheme, driven by significant journey time saving benefits. Appraisal has identified some elements of refinement to be addressed at full business with finalised costs but not considered to impact the value for money classification.

### **Recommendations**

4.135 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The A629 phase 1b 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 £27.83 million 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.

<b>Project Title</b>	<b>Leeds Bus Station Gateway</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	Change request (activity 4)

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

## Background

- 4.136 This scheme will deliver a series of customer facing improvements, to enhance the customer experience at Leeds Bus Station and ensure that it offers an inclusive experience for all passengers. The proposed enhancements aim to ensure that the bus station offers passengers a positive gateway experience, befitting arrival to the city centre. This aligns with the wider LPTIP objectives, of improving the quality of the bus passenger experience and to increase overall bus patronage. The scope of improvements includes upgrades to the quality of passenger facilities to ensure that they are befitting of the surroundings (Victoria Gate retail development to the north of the bus station and Quarry Hill mixed use development to the east of the bus station). The scheme will include enhancements to signage and wayfinding, improved retail offer, a new Travel Centre, improved integration with the surrounding area, solar panels are to be incorporated into the building to reduce the carbon impact.
- 4.137 There are currently ongoing discussions for increasing the base line budget for this scheme from within the bus delivery package including some potential additional funds for delivery of real time information screens within the bus station.
- 4.138 Proposed upgrades at Leeds Bus Station will contribute to the aims of the Leeds Public Transport Investment Programme (LPTIP) and are closely aligned to several city centre transport improvement schemes such as the City Centre Package, St Peter's Street, HS2, Mass Transit and Our Spaces. At the same time, it is expected that Leeds Bus Station will benefit from general traffic restrictions proposed in LPTIP which aim to increase bus journey time reliability and decrease delays to bus services.
- 4.139 Within the LPTIP programme, four city centre and two transport gateways have been identified: Headrow Gateway, Woodhouse Lane Gateway, Corn Exchange Gateway and Infirmary Street Gateway, Leeds Rail Station

Gateway and Leeds Bus Station Gateway which aim to transform the current transport network by introducing a new high frequency bus network. All the gateways aim to reduce congestion and improve bus journey time reliability and consistency through the redesign of road layouts and infrastructure

- 4.140 Furthermore, LPTIP proposals build on the existing plans to redesign the city centre to reduce private motor vehicle traffic, cater for the projected increase in bus patronage, improve bus journey time reliability for buses and enhance the pedestrian and cycling environment. While most of the LPTIP proposals do not physically impact on the current bus station site, proposals at St Peter's Street and improvements on York Street (Corn Exchange Gateway) interact directly with the bus station. Proposed changes as part of the other gateways will improve the operating environment for buses in the city centre and are expected to reduce bus journey time variability. An upgrade to public realm, passenger facilities and accessibility at the bus station aligns with the aims of the LPTIP programme and will complement the city centre public transport improvements.
- 4.141 In addition, in 2018, a successful funding bid of £617,000 was made to the Ultra-Low Emission Bus (ULEB) Fund to support the delivery electric charging infrastructure at Leeds Bus Station (£224,000) as well as electric buses at Stourton Park and Ride (£393,000).
- 4.142 The ULEB funding will provide additional funds to the wider Leeds Bus Station scheme to ensure delivery of electric charging enabling works to better equip the bus station for providing electric charging facilities to bus operators. This is a complimentary funding stream supporting the Leeds Bus Station works, however it will be managed as a separate budget and have a separate Combined Authority Project Manager overseeing its delivery, who will input into existing Leeds Bus Station governance and reporting. It is also subject to a separate grant agreement between the Combined Authority and the Office for Low Emission Vehicles (OLEV) in order to draw down funds.

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

- 4.143 Solar panels will be fitted at the bus station. The bus station lighting will also be replaced with more efficient and responsive LED lighting. Together, these improvements will make the bus station more energy efficient and reduce its carbon footprint.
- 4.144 Electric vehicle charging points.

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

- 4.145 The scheme outputs and benefits include:
- enhanced passenger experience at the bus station
  - mode transfer to bus from car
  - sustainable economic growth

- increased employment at the bus station
- greater levels of consumer spending at the bus station
- minimised carbon impact of the bus station
- increased Gross Value Added (GVA) from rental revenue
- increased connectivity between the bus station and the city centre.

## **Risks**

4.146 The scheme risks include:

### Covid-19 - Risks

- Some surveys have been delayed due to Covid-19
- Potential future delays due to labour and material supply issues due to Covid-19
- The retail units and National Express area are closed and therefore the discussion and agreement with tenants on the design proposal, coach station party wall and other requirements cannot currently take place.
- Unavailability of Planning Authority and statutory consultee process

### Covid-19 – Mitigation

- A Covid-19 risk mitigation plan is in place and the Department for Transport are aware this is a high-risk scheme and conversations are ongoing to the possibility of an extension to the programme.

### Other risks

- Delay to some design activities due to clarification of scope
- Delayed appointment of contractor for investigative surveys and construction advice
- Lack of as-built information requiring more surveys than expected
- Programme recognised as ambitious with minimal contingency
- The official DfT deadline is March 2021. Anything that is in contract and on site for delivery can be classed as committed expenditure, however final costs must be expended by October 2021 to ensure everything is completed by the March 2022 drop dead date. Based on the current programme the scheme, will not complete until March 2022 which puts it at risk of extending beyond the LPTIP deadline.

### Mitigation

- A risk workshop was held in May 2020 to address these issues in tandem with regular reviews of the risk register to mitigate the risks.

- Following this a joint risk and opportunities register between the Designer and the Combined Authority was produced. This is reviewed on a regular basis, enabling risks to be flagged early and mitigations put in place to halt their crystallisation.

### Costs

4.147 The current total forecast of the scheme is £5.208 million. The Combined Authority will fund 100% of these costs from the devolved Department for Transport (LPTIP fund £4.984 million and ULEB £224,000).

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	08/01/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/11/2021

### Other Key Timescales

4.148 Construction commences – February 2021.

4.149 Construction completed – November 2021.

4.150 Snagging, hand back, final accounts agreed – March 2022.

### Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out. Timescale for completion to remain within 3 months of the timescale set out in this report. A reduction in forecast benefits of more than 20% will required further approval from the Investment Committee.

### Project Responsibilities

Senior Responsible Officer	Mark Gregory – Combined Authority
Project Manager	Steven Butcher – Combined Authority
Combined Authority case officer	Paul Coy

## **Appraisal Summary**

- 4.151 The scheme is still to be expected to be on site by February 2021. Also, unknown issues in terms of design and survey costs on the full business case and full business case with finalised costs submissions. The Portfolio Management and Appraisal team will need to work closely with the promoter to ensure that the appropriate pathway is taken once the design is completed and the actual costs can be presented within the business case.
- 4.152 Please note that £50,000 of ULEB funding is included in the additional development costs of £454,000, seeking approval through this change request. This is for a feasibility study for the electric charging points at the bus station, which will inform the development of the full business case plus finalised costs.

## **Recommendations**

- 4.153 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:
- (i) an indicative approval for an additional £224,000 from the ULEB programme, bringing the total project to £5.208 million, 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)
  - (ii) The change request to the Leeds Bus Station Gateway - to increase the development costs from £750,000 to £1.204 million (additional funding of £454,000) is approved.
  - (iii) The change request to the Leeds Bus Station Gateway - to extend the delivery timeframe from March 2021 to March 2022 is approved.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

<b>Project Title</b>	<b>A660 Signals</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	5 (full business case with finalised costs)

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

## Background

- 4.154 This scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), 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 health outcomes by reducing overall transport emissions.
- 4.155 The scheme forms part of the LPTIP Bus Infrastructure Package which received decision point 2 approval from the Combined Authority on 29 June 2017. The A65 corridor in Leeds, which is part of this package, is among schemes that have already benefited from these signalling upgrades. MOVA is documented to provide an average of 13% reduction in delay compared to conventional signal control techniques. However, on the A65 there has been up to 40% reduction in congestion at some sites post implementation. Other signalling upgrades are planned across the key corridors, managed by Leeds City Council, which, when completed can be automated, remotely controlled, monitored and contribute to reducing congestion and improving journey times. These are to be delivered outside of LPTIP via other funding sources.
- 4.156 The scheme will help to deliver the Strategic Economic Plan Priority Area 4 (Infrastructure for Growth).
- 4.157 A summary of the scheme's business case and location map is included in **Appendix 8**.

## Clean Growth / Climate Change Implications

- 4.158 Improved journey times along the A660 corridor from reduced congestion and the potential for modal shift from cars to buses should improve the air quality

along this corridor as well as reduce overall greenhouse gas emissions from vehicles.

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

4.159 The scheme outputs and benefits include:

- improved signalling to benefit all modes of transport
- reduction in bus journey delay of circa 13% is expected.
- economic growth due to increased connectivity along the A660 corridor
- healthy and clean travel choices; as well as wider determinants of health improvements through reduced pollution
- productivity per worker will be improved through "agglomeration" (better links between businesses)

### **Risks**

4.160 The scheme risks include:

- budgetary over run and industry resource availability: Mitigation effective procurement of contractor.
- delivery delayed due to Covid-19

### **Costs**

4.161 The scheme costs are:

- £1.056 million current total forecast
- The Combined Authority's contribution is £733,000 from LPTIP.
- The remainder will be funded by a Leeds City Council Section 106 contribution of £323,000
- The A660 Bus Priority Corridor package received £379,000 development costs at decision point 2.

### **Assurance Pathway and Approval Route**

<b>Assurance pathway</b>	<b>Approval route</b>	<b>Forecast approval date</b>
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2020

## Other Key Timescales

4.162 Construction commences – August 2020.

4.163 Construction complete – March 2021.

## Assurance Tolerances

Assurance tolerances
Combined authority costs should remain within 10% of the costs set out in this report
The programme timescales should remain within 6 months of the timescales set out in this report (this tolerance has been extended by a further 3 Months from that recommended at PAT on the 20 <sup>th</sup> May due to Covid-19 not having been accounted for by the CA case officer)

## Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Joel Dodsworth, Leeds City Council
Combined Authority case officer	Neil Johnson

## Appraisal Summary

4.164 The scheme has strong strategic, management and economic cases in terms of the need/demand to improve journey times, reduce carbon emissions and reduce congestion. It is closely aligned with the objectives of the SEP, associated transport strategies/ plans and has a BCR of 2.81:1 which demonstrates high value for money when assessed against the Department for Transport's criteria.

4.165 The use of LPTIP funding is supported by the Bus Infrastructure Package Board as a priority scheme. Scheme governance and delivery arrangements are in place including match funding from Leeds City Council.

## Recommendations

4.166 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The A660 Signals Upgrade Scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) That full approval to the Combined Authority's contribution of £733,000 is given from the Leeds Public Transport Investment Programme fund. The total project value is £1.056 million.

- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £733,000 from the Leeds Public Transport Investment Programme fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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>West Yorkshire Cycling and Walking Infrastructure Plans</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	5 (full business case with finalised costs)

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

## Background

- 4.167 The scheme will be funded from the Local Transport Plan - Integrated Transport Block programme. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.
- 4.168 The Government's Cycling and Walking Investment Strategy and publication of technical guidance in 2017, Local Cycling and Walking Infrastructure Plans (LCWIPs) are being developed for West Yorkshire through a phased approach, to help the Combined Authority and its partner councils prioritise and prepare for future investment in walking and cycling infrastructure.
- 4.169 Phase one of development of LCWIPs acted as a pilot, testing the application of government guidance in a limited number of focus areas in the Leeds City Region. The phase one LCWIPs were adopted by the Combined Authority in May 2020.
- 4.170 The work carried out in phase one has informed investment and programmes planned in the region, including the Transforming Cities Fund (TCF) which will deliver some of the schemes identified and developed in phase one. For example, Leeds City Centre Cycle Connectivity scheme will provide links between the proposed cycle routes identified in the phase one LCWIP for north east Leeds and destinations in the city centre and the railway station.
- 4.171 LCWIPs can play a role in recovery from the Covid-19 crisis. The proposals identified through the work in phase one have informed the programme of shorter-term trial interventions that could be delivered through the DfT Emergency Active Travel funding, as well as guiding future investment by developing prioritised schemes to deliver improvements for walking, cycling and neighbourhoods.

- 4.172 This scheme seeks to identify and develop walking and cycling networks across West Yorkshire and work to develop potential schemes for delivery, through the next phase of development of LCWIPs and supporting workstreams, supporting Leeds City Region's Strategic Economic Plan priorities 3 and 4 and the West Yorkshire devolution deal which includes a commitment to prioritise investment in cycling and walking networks identified through LCWIPs.
- 4.173 This scheme is the second phase of development of the West Yorkshire LCWIPs and will be delivered by the West Yorkshire Combined Authority and partner councils. The scheme aims to develop work undertaken in phase one, into plans which cover each partner council area, including consideration of cross-boundary cycling and walking movement between West Yorkshire and neighbouring districts.
- 4.174 LCWIPs developed through this scheme will identify and develop prioritised schemes to feasibility stages, allowing business cases to be developed through to construction once further funding has been secured.
- 4.175 A summary of the scheme's business case is included in **Appendix 9**.

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

- 4.176 Infrastructure improvements to enable more people to walk and cycle identified and developed through this scheme are expected to have a direct impact on CO2 reduction – by enabling modal shift from car to walking and cycling for shorter journeys.
- 4.177 As recognised by the West Yorkshire Transport Strategy 2040 and the Leeds City Region Energy Strategy, walking and cycling are ideal ways of making shorter journeys, and around two thirds of journeys in West Yorkshire are under five miles considered a typical length of viable cycle trip for new users.
- 4.178 As an example of potential carbon savings from mode shift to walking and cycling, the Leeds City Region Energy Strategy suggests that the current CityConnect scheme could save approximately 1 kt CO2 per year, given the current number of cyclists, average cycling distances and vehicle emission data.
- 4.179 Mode shift to cycling and walking from motorised transport will reduce other emissions, improving air quality and reducing traffic noise as well as greenhouse gas emissions.

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

The forecast outputs, benefits and inclusive growth implications are:

- LCWIPs developed through this scheme will identify and develop prioritised schemes to feasibility stages, allowing business cases to be developed through to delivery once further funding has been secured, The approach to development of LCWIPs, including identification of prioritised interventions based on deliverability and potential usage of

cycling and walking routes will support the development of robust business cases for schemes identified.

- the cycling and walking networks, once constructed, will provide access to employment opportunities as well as new routes to work for existing employees that are safe and separated from traffic flows.
- the scheme outputs and benefits that may be realised if infrastructure schemes are brought forward for delivery include:
  - health improvements and wider determinants of health improvements resulting from reduction in motor vehicle use, and subsequently a reduction in air pollution and noise; as well as uptake of physical activity with resulting physical and mental health benefits.
  - better connections for local people to employment opportunities, education and leisure.
  - reduced greenhouse gases
- the scheme's outputs will also align with and provide input into the wider Connectivity Plan and Pipeline development work being led by the West Yorkshire Combined Authority's Transport Policy team, to guide future transport investment.

## **Risks**

4.180 The scheme risks include:

- costs for individual work packages vary from initial forecasts Mitigation: development work will be managed as a programme and changes to individual work package costs will be balanced against scope of other work packages
- additional work required for consultation engagement activities; Mitigation: rescope other work packages to remain within total cost envelope
- detailed design work requiring partner councils to prioritise expenditure by scheme and other local authority spending demands; Mitigation: work with partners to seek additional funding
- Covid-19 (and impacts on other investment programmes) – Covid-19 could delay the procurement of consultants to deliver this work. To mitigate, Combined Authority resource will be used in the short-term until a consultant is available

## Costs

- 4.181 The total scheme costs are £600,000. The Combined Authority's contribution is £600,000 which will be funded from the Local Transport Plan - Integrated Transport Block programme.
- 4.182 This funding is for strategy and scheme development work to develop plans and prioritised schemes to deliver for cycling and walking networks in West Yorkshire, allowing individual business cases to be developed at a later date once funding has been secured for the construction phase.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/08/2020

## Other Key Timescales

- 4.183 Initial work to progress phase two work commenced in April 2020, with agreement of approach with partner councils. As a result of Covid-19, some work packages have already been progressed such as the launch of an online interactive engagement map. Early stages of the procurement process for consultancy support started in June 2020, to enable a tender process to take place following financial approval.
- 4.184 Technical work to be completed by January 2021 with draft plans completed by April 2021. Finalised plans and approvals by Elected Members by March 2022

## Assurance Tolerances

Assurance tolerances
That the total project costs should remain within 10% of the total project costs
That the project delivery timescale remains within 6 months of the timescales identified within this report.

## Project Responsibilities

Senior Responsible Officer	Steve Heckley
Project Manager	Ambrose White
Combined Authority case officer	Neil Johnson

## **Appraisal Summary**

- 4.185 The scheme has strong national and regional strategic fit with a strong management case identifying roles and responsibilities. Strategically, partner councils cycling and walking plans and networks are at various levels of development and without a co-ordinated approach to developing cross boundary routes. A coordinated approach is therefore required to realise development across West Yorkshire.
- 4.186 The commercial case outlines how user demand for each proposed scheme will form part of the individual scheme business case assessments, as the routes are mapped out utilising this development funding. The Combined Authority has drawn up a procurement programme and has identified that the consultant procurement cost may exceed Official Journal of the European Union (OJEU) limits thus adding time to the procurement exercise, however this has been programmed for.
- 4.187 This scheme enables strategy and initial scheme development in support of future delivery, rather than infrastructure delivery. The economic case reflects that the scheme's value for money and benefits to cost ratio (BCR) would only be realised upon construction of cycling and walking routes, as a result of the schemes identified and developed with this funding. However, from case studies identified by the Department for Transport and the Combined Authority most cycling and walking schemes have a very high BCR.
- 4.188 The Financial case to continue into Phase two is well made with a change in the spend profile over two years from three originally proposed in the Strategic Outline Business case in 2017.

## **Recommendations**

- 4.189 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:
- (i) The West Yorkshire Local Cycling and Walking Infrastructure Plans scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
  - (ii) Full approval to the total project value of £600,000 is given from Local Transport Plan - Integrated Transport Block programme.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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>Transport ICT (CoSA)</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	5 (full business case with finalised costs)

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

## Background

- 4.190 The scheme will be funded from the Local Transport Plan - Integrated Transport Block. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.
- 4.191 The scheme will see the West Yorkshire Combined Authority's existing Combined Services and Assets Database (CoSA) upgraded. CoSA is a purpose-built database with Geographical Information System (GIS) functionality, which enables the Combined Authority to manage public transport information, bus stop and shelter assets, bus and taxi service procurement and home to school transport.
- 4.192 Having completed a project to upgrade and modernise CoSA, further funding is now required to support future business needs, including supporting the requirements of the Leeds Core Network (LCN) programme.
- 4.193 The LCN programme will transform the Combined Authority's roadside displays, bus stop flags and shelters and will require changes to how the Combined Authority produces bus stop flags, information displays and bus service information across all outputs. This scheme will allow CoSA to facilitate delivery of the Leeds Core Network bus stop information outputs in the short term and to transfer these new design principles to all stops across West Yorkshire in the future. It will also enable the Combined Authority to continue to effectively manage and audit its total estate of 14,000 bus stops, efficiently produce bus service information across all outputs and plan home-to-school services.
- 4.194 The scheme will also improve efficiency and reporting and will ensure the Combined Authority is able to provide mandatory data in the appropriate

format, which is required by the Department for Transport's Bus Open Data programme (BODs).

4.195 The scheme will be funded from the Local Transport Plan – Integrated Transport Block Programme 2019-2022.

4.196 A summary of the scheme's business case is included in **Appendix 10**.

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

4.197 The scheme will make a positive contribution towards improving the environment and reducing carbon emissions in Leeds City Region, by supporting programmes which encourage model shift from private cars to public transport

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

4.198 The scheme outputs and benefits include:

- the CoSA upgrade will support the Combined Authority's future business needs. This includes supporting the Leeds Core Network (LCN) programme, which will transform the Combined Authority's roadside displays (RSDs), bus stop flags and shelters providing more reliable and real time travel information and the way it manages them
- encourage increased use of public transport for employment and leisure activities, by providing residents with improved journey information, for example fares and real time travel updates
- make a positive contribution towards improving the environment and reducing carbon emissions in Leeds City Region, by encouraging model shift from private cars to public transport

### **Risks**

4.199 The scheme risks include:

- supplier failure – Systra is an international transport engineering and consulting group jointly owned by two major French public transit operators (RATP and SNCF). The risk of business failure is considered low
- technical risks – there are no significant technical risks involved in the modernisation works within the scope of this project. The supplier has been responsible for the development of the technical code/software implemented to date and fully understands the requirements
- business process disruption – failure of CoSA during the modernisation programme carries risks to current business processes. Key upgrades will be phased to avoid peak workloads such as service changes and preparation for the academic year

- delivery to timescales – A plan has been developed which the supplier will be managed against

### Costs

4.200 The total scheme costs are £200,000. The Combined Authority's contribution is £200,000 from Local Transport Plan – Integrated Transport Block Programme 2019 – 2022.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2020

### Other Key Timescales

4.201 Scheme commences – July 2020

4.202 Scheme completion – March 2021

### Assurance Tolerances

Assurance tolerances
Costs should remain within 10% of the costs set out in this report
The delivery timescale remains within two months of the timescales identified within this report.

### Project Responsibilities

Senior Responsible Officer	Andrew Bradley
Project Manager	Graham Browne
Combined Authority Case Officer	Alpha Thiam

### Appraisal Summary

The project is a good strategic fit against the priorities of the Leeds City Region Strategic Economic Plan. It clearly sets out its match with all four priorities, ensuring residents and passengers, have access to good quality live service information and making public transport accessible.

The scheme helps by enhancing an existing system and is an enabler to the Leeds Public Transport Investment Programme's (LPTIP) Network Navigation (Leeds) scheme full business case with finalised costs and the Transforming Cities Fund's Network Navigation (West Yorkshire) scheme Strategic Outline Case (SOC), being delivered and benefits realised.

### **Recommendations**

4.203 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The Transport ICT (CoSA) scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Full approval to the Combined Authority's contribution of £200,000 is given from the Local Transport Plan – Integrated Transport Block programme. The total project value is £200,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Projects in Stage 3: Delivery and Evaluation**



4.204 Once in Delivery and Evaluation the scheme is delivered and Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its Funding Agreement. Finally, information about a scheme's performance following its completion is collected, in order to evaluate the success of the scheme.

4.205 There are no schemes requiring consideration at this assurance stage

## **5 Financial implications**

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

## **6 Legal implications**

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

## **7 Staffing implications**

- 7.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

## **8 External consultees**

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

## **9 Recommendations**

### **West Yorkshire Mass Transit**

- 9.1 That the Investment Committee recommends to the Combined Authority that:
- (i) The West Yorkshire Mass Transit programme proceeds through decision point 1 (Strategic assessment) and work commences on activity 2 (Strategic outline case)
  - (ii) An approval for development funding is agreed for £2.041 million from WY+TF Transformational Fund to develop the feasibility of the scheme.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

### **A64 Bus Priority and Park & Ride**

- 9.2 That the Investment Committee recommends to the Combined Authority that:
- (i) The A64 Bus Priority & Park & Ride package proceeds through decision point 2 (Strategic outline case) and work commences on activity 3 (Outline business case).
  - (ii) An indicative approval of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once the scheme package

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 Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **Integrated Corporate Systems**

9.3 That the Investment Committee recommends to the Combined Authority that:

- (i) The Integrated Corporate Systems project proceeds through decision point 2 (Strategic outline case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £1.5 million is given from the Combined Authority's own capital programme and reserves. with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4.
- (iii) Development costs of £150,000 are approved in order to progress the scheme to decision point 4 (Full business case).
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

### **Bradford Strategic Transport Model**

9.4 That the Investment Committee recommends to the Combined Authority that:

- (i) The Bradford Strategic Transport Model project proceeds through Decision Point 2 (Strategic outline case) and work commences on Activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £367,000 (which will be funded through the West Yorkshire Transport Fund) is given. The remainder of the funding is from City of Bradford Metropolitan District Council (£342,000). The total project value is £709,000.
- (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.

### **Leeds City Centre Cycle Connectivity**

- 9.5 That the Investment Committee recommends to the Combined Authority that:
- (i) The TCF: Leeds City Centre Cycle Connectivity project proceeds through decision point 3 (Outline business case) and work commences on activity 5 (Full business case with finalised costs).
  - (ii) An indicative approval to the total project value of £7.81 million is given from the TCF 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) Additional development costs of £1.085 million are approved, in order to progress the scheme to decision point 5 (Full business case with finalised costs), taking the total project approval to £1.235 million.
  - (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £1.235 million from the TCF 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 Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Rail Accessibility Programme – Horsforth and Crossgates**

- 9.6 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:
- (i) The Rail Accessibility Programme (RAP) passes through decision point 3 (Outline business case), in preparedness for work to commence on activity 4 (Full business case) when scheme funding has been secured.
  - (ii) Investment Committee are sighted on the total project value of £8.371 million. The funding source will be confirmed at decision point 4, when funding has been secured, 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, to be agreed and funding being secured.

### **A629 Phase1b**

9.7 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The A629 phase 1b 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 £27.83 million 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.

### **Leeds Bus Station Gateway**

9.8 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) an indicative approval for an additional £224,000 from the ULEB programme, bringing the total project to £5.208 million, 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)
- (ii) The change request to the Leeds Bus Station Gateway - to increase the development costs from £750,000 to £1.204 million (additional funding of £454,000) is approved.
- (iii) The change request to the Leeds Bus Station Gateway - to extend the delivery timeframe from March 2021 to March 2022 is approved.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

### **A660 Signals**

9.9 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The A660 Signals Upgrade Scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).

- (ii) That full approval to the Combined Authority's contribution of £733,000 is given from the Leeds Public Transport Investment Programme fund. The total project value is £1.056 million.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £733,000 from the Leeds Public Transport Investment Programme fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

### **West Yorkshire Cycling and Walking Infrastructure Plans**

9.10 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The West Yorkshire Local Cycling and Walking Infrastructure Plans scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Full approval to the total project value of £600,000 is given from Local Transport Plan - Integrated Transport Block programme.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

### **Transport ICT (CoSA)**

9.11 The Combined Authority's Programme Appraisal Team recommends to the Investment Committee that:

- (i) The Transport ICT (CoSA) scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Full approval to the Combined Authority's contribution of £200,000 is given from the Local Transport Plan – Integrated Transport Block programme. The total project value is £200,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **10 Background documents**

10.1 None as part of this report.

## **11 Appendices**

**Appendix 1** – Background to Assurance Framework

**Appendix 2** - A64 Park & Ride and Bus Improvements

**Appendix 3** – Integrated Corporate Systems

**Appendix 4** - Bradford Strategic Transport Model

**Appendix 5** - Leeds City Centre Cycle Connectivity

**Appendix 6** - Rail Accessibility Programme – Horsforth and Crossgates

**Appendix 7** – A629 Phase 1b

**Appendix 8** – A660 Signals

**Appendix 9** - West Yorkshire Local Cycling and Walking Infrastructure Plans

**Appendix 10** - Transport ICT - Combined Services and Assets Database (CoSA)