

Report to: Transport Committee

Date: 04 September 2020

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author(s): Ian Pegg

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

1 Purpose of this report

- 1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee and Combined Authority meeting approvals from their meetings of 8 July 2020, 11 August 2020.
- 1.2 The full agenda and papers for the Combined Authority meeting on 27 July 2020 can be found on the Combined Authority [website](#).

2 Information

Transforming Cities Fund (TCF) Funding

- 2.1 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT Transforming Cities Fund to progress all schemes against its 'low' scenario, including those in North Yorkshire (York, Selby, Harrogate and Craven), plus an additional £25 million to be allocated across the programme reflecting the Partners priorities. 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.

- 2.2 The Combined Authority at the meeting of 27 July 2020 approved the use of future gainshare to support the delivery of the higher scenario of the Transforming Cities programme. This will require an additional £164.5 million funding which will be achieved by utilising an appropriate mix of capital and revenue funding to support borrowing. The Combined Authority also approved the high scenario of the TCF programme to be delivered over a longer timescale.

The following projects were presented at the Investment Committee meeting on 8 July 2020 - Capital Spend and Project Approvals

- 2.3 The full agenda and papers for the Investment Committee meeting on 8 July 2020 can be found on the Combined Authority [website](#).

West Yorkshire Mass Transit

- 2.4 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:

- a low emission, low carbon 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

- 2.5 The scheme is to be funded through the West Yorkshire plus Transport Fund.

A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through on point 1 (Strategic Assessment) and work commences on Activity 2 (Strategic Outline Case).
East Leeds Demand Responsive Transport

A64 Bus Priority and Park & Ride

- 2.6 This programme 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.

- 2.7 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.

- 2.8 The scheme is funded from the Transforming Cities Fund (TCF).
- 2.9 A recommendation to the Combined Authority was sought as part of the report and the package gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case plus Finalised Costs) at the Combined Authority on 27 July 2020.

Bradford Strategic Transport Model

- 2.10 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.
- 2.11 The scheme is to be funded through the West Yorkshire plus Transport Fund. (WY+TF)
- 2.12 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 5 (Full Business Case with Finalised Costs) at the Combined Authority on 27 July 2020.

Leeds City Centre Cycle Connectivity

- 2.13 The Leeds City Centre Cycle Connectivity 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.
- 2.14 The Scheme will be funded through the Transforming Cities Fund (TCF)
- 2.15 A recommendation to the Combined Authority was sought as part of the report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 5 (Activity 5 (full business case with finalised costs) at the Combined Authority on 27 July 2020.

Rail Accessibility Programme – Horsforth and Crossgates

- 2.16 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.
- 2.17 The Scheme will be funded through the Leeds Public Transport Improvement Programme (LPTIP)

- 2.18 A decision by the Investment Committee using the delegated authority from the Combined Authority was sought as part of this report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 4 (Full Business Case) at the Investment Committee on 8 July 2020.

A629 Phase1b

- 2.19 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.
- 2.20 The Scheme will be funded through the West Yorkshire plus Transport Fund (WY+TF).
- 2.1 A recommendation to the Combined Authority was sought as part of the report and the package gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case plus Finalised Costs) at the Combined Authority on 27 July 2020.

The following projects were presented at the Investment Committee meeting on 11 August 2020 - Capital Spend and Project Approvals

- 2.2 The full agenda and papers for the Investment Committee meeting on 11 August 2020 can be found on the Combined Authority [website](#).

TCF: Dewsbury–Batley–Tingley Sustainable

- 2.1 The Dewsbury-Batley-Tingley Corridor scheme runs through the centre of the 'North Kirklees Growth Zone' (NKGZ) providing connectivity between North Kirklees and Leeds. Through the scheme, bus priority measures will be introduced to improve reliability and customer experience, encouraging modal shift and new user choice to the bus. Accessibility to bus stops will also be enhanced through improved footways and crossing infrastructure, which will also promote more local journeys by walking
- 2.2 The scheme is to be funded from the Transforming Cities Fund (TCF)
- 2.3 A recommendation to the Combined Authority will be sought as part of the report and the scheme gained approval to proceed through decision point 2 (Strategic Outline Case) and work commence on activity 3 (Outline Business Case) at the Combined Authority on 4 September 2020.

Tong Street A650 Highway

- 2.4 The scheme will contribute towards unlocking growth in the M62 Enterprise Zone sites, playing an important role in connecting this area with central Bradford. The scheme aligns with Strategic Priority 4 of the SEP, Infrastructure for Growth.

- 2.5 The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).
- 2.6 A recommendation to the Combined Authority will be sought as part of the report and the scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commence on activity 4 (Full Business Case) at the Combined Authority on 4 September 2020.
- 2.7 A recommendation to the Combined Authority will be sought as part of the report and the scheme gained approval for work to commence on Activity 6 (Delivery) at the Combined Authority on 4 September June 2020.

3 West Yorkshire Combined Authority - Capital Spend and Project Approvals

- 3.1 All schemes were approved by the Combined Authority at its meeting on 27 July or will seek approval at its meeting on 4 September 2020.

4 Clean Growth Implications

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

5 Financial implications

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

6 Legal implications

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

7 Staffing implications

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

8 External consultees

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

9 Recommendations

- 9.1 That the report be noted.

10 Background documents

- 10.1 None.

11 Appendices

11.1 None.