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**Report to:** West Yorkshire Combined Authority

**Date:** 10 November 2020

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

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## **1. Purpose of this report**

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The schemes being considered today were recommended by the West Yorkshire and York Investment Committee (the Investment Committee) on 7 October 2020 and 5 November 2020.
- 1.3 Please note, at the time of preparing this report two schemes will not have been considered by Investment Committee which meets five days before this meeting. However, to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in December 2020) the schemes are being presented at this time. The recommendations within this report are based on those being put to Investment Committee. The Chair of the Investment Committee will provide a verbal update on the outcome of the 5 November 2020 Investment Committee's consideration of the schemes and whether there are any changes to the recommendations to be considered by the Combined Authority. Any significant changes will be presented in an addendum to the report.

## **2 Impact of COVID-19**

- 2.1 The full implications of COVID-19 on the region and its economy and transport system are still to be understood and the impact on our programmes and schemes has been mixed. The schemes that were due to start in the first half of 2020/21 have experienced delays due to a variety of factors, therefore, during schemes' business case development and appraisal process we are

working closely with our council partners to ensure that the delivery timescales reflect the current issues and schemes are actively stress tested to ensure ongoing viability.

- 2.2 In the wake of COVID-19 it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport. The impact of COVID-19 in relation to travel behaviour into and around towns and cities is assessed as part of scheme appraisal. However, the business cases for some schemes in this report, were developed prior to COVID-19 and aim to address issues identified prior to lockdown restrictions. Therefore, the data presented for some schemes in this report, for example, expected increases in passenger numbers, reflects the pre COVID-19 position. While currently public transport patronage is lower than pre COVID-19 levels it remains a priority to invest in public transport infrastructure to both help with economic recovery and to have the required infrastructure in place to respond to increase in demand post COVID-19. As scheme business cases develop further, growth assumptions will be re-tested.

### **3 Integrated Clean Growth**

- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.
- 3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed. Please see the Climate Emergency report included on the agenda for the [November Investment Committee](#) meeting. The report provides an update on the work commissioned by the West Yorkshire Combined Authority to develop a carbon impact assessment tool and the incorporation into the Assurance Framework.
- 3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

### **4 Additional Approval – Highways Maintenance Challenge Fund allocation 2020/21**

- 4.1 On 27 July 2020, the Combined Authority approved, in part, the allocation of Department for Transport (DfT) grant funding, which combined pothole repair

funds and the Highways Maintenance Challenge Fund (HMCF) for 2020/21. The total grant awarded to West Yorkshire was £21.944 million. Government gave no further instructions on how this total should be split between the two funds.

- 4.2 The Combined Authority agreed with partner council proposals that the grant should be allocated using the same formulas used nationally to inform local allocations. This led to the Combined Authority approving 2020/21 pothole funding of £18.61 million, with partner council allocations based on the formula used nationally, with the remaining £3,333,692 grant, to be used for projects identified through the HMCF.
- 4.3 The HMCF was allocated through a competitive funding bid, with £100 million available nationally in 2020/21, for large renewals schemes.
- 4.4 In line with government guidance, the Combined Authority prioritised HMCF proposals developed by the partner councils, with input from Transport Committee and Portfolio Holders, and submitted applications on their behalf.
- 4.5 Bids were submitted for schemes in Bradford, Leeds, and Wakefield, with scheme costs totalling £59.880 million, far exceeding the remaining £3,333,692 grant funding available.
- 4.6 It is proposed that the funding is allocated, proportionately, between the three partner councils, as a contribution to renewals programmes, with allocations as follows:

Bradford	£1,075,329
Leeds	£1,514,155
Wakefield	£744,209
<b>Total</b>	<b>£3,333,692</b>

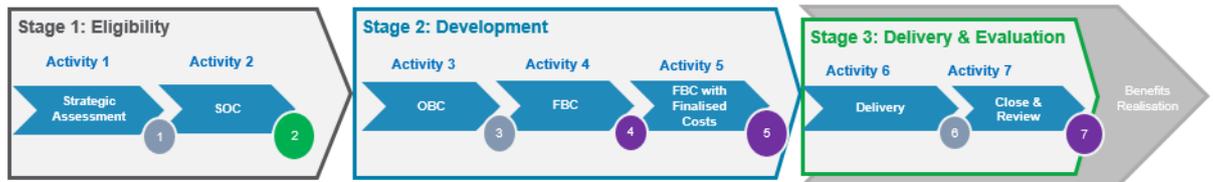
- 4.7 It is recommended that the Combined Authority approves:
  - (i) the expenditure of the DfT Highways Maintenance Challenge Fund grant totalling £3.334 million
  - (ii) the allocations of the DfT Highways Maintenance Challenge Fund grant of £1,075,329 to Bradford, £1,514,155 to Leeds and £744,209 to Wakefield, totalling £3.334 million and that allocations are paid quarterly to partner councils.

## 5 Report

- 5.1 This report presents proposals for the progression of four schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £136.875 million when fully approved, of which £109.97 million will be funded by the Combined Authority. A total expenditure recommendation to the

value of £0.219 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

- 5.2 The assurance process is a three stage approach with the requirement that all projects subject to minor exceptions as detailed in the Assurance Framework, will as a minimum, need to formally pass decision point 2 (Strategic Outline Case) and 5 (Final Business Case with Finalised Costs), with the requirement to meet the intervening activities deemed on a project by project basis.



### Projects in stage 1: Eligibility

- 5.3 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, a long list of options will be considered with a shortlist being presented in the Strategic Outline Case (SOC). Consultation at this stage will be limited, but will be a key to the next activity, Outline Business Case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC.

### Projects in Stage 2: Development

- 5.4 Projects at this development stage should demonstrate that they have tested the feasibility of a solution through their business case and that the necessary consultations have taken place. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost and obtaining the necessary statutory approvals. At this stage, funding may be sought to enable work to progress on the Final Business Case (FBC) and Final Business Case plus Finalised Costs (FBC+).

### Projects in Stage 3: Delivery and Evaluation

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

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

- 5.7 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'. The original TCF bid to DfT 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.
- 5.8 The Combined Authority has since approved the use of future gainshare to support delivery of the 'High Scenario' of the Transforming Cities programme at an additional cost of up to £164.5 million. Promoters are therefore developing a range of options as part of scheme Outline Business Cases to determine the best scheme, which will include options costing up to the High Scenario.
- 5.9 Please note that any reference below to the Transforming Cities Fund means £317 million from the DfT Transforming Cities Fund and the £164.5 million funding from gainshare.

## **Value for Money - Benefit Cost Ratios**

- 5.10 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the Department for Transport's Transport Appraisal Guidance (TAG) on the appraisal of transport schemes.
- 5.11 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.
- 5.12 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. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 5.13 The Department for Transport (DfT) and Her Majesty's Treasury (HMT) are currently undertaking a review of these approaches and are aware of the issues. Until the review is complete, the Combined Authority will continue to follow national guidance, which is also reflected in the Leeds City Region Assurance Framework.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 579 528"><b>Huddersfield Stations Gateway package - Preparing for Transpennine Route Upgrade (TRU) at Huddersfield and opening up employment sites</b></p> <p data-bbox="296 562 395 589">Kirklees</p> <p data-bbox="296 607 485 633">7 October 2020</p> <p data-bbox="296 638 568 665">Investment Committee</p>	<p data-bbox="616 253 1386 405">The package aims to improve transport links between local areas and the town centre, improve access to and within the bus and rail station, increase station capacity and make it easier for people to get from one station to another to continue their journey.</p> <p data-bbox="616 423 1386 633">The package consists of three stand-alone schemes, Huddersfield Bus Station Upgrade, Huddersfield Major Walk and Cycle Routes (Trinity Street foot/cycle bridge and Walking and cycling gateway access) and Huddersfield Rail Station access (Cycle and taxi hub and High Speed 2 park and ride, Stair / lift tower St George's Warehouse, Subway extension and new western rail station entrance)</p> <p data-bbox="616 651 1386 768">The package will be funded from the Transforming Cities Fund and will build on Growth Deal and West Yorkshire plus Transport Fund (WY+TF) investments to create a town centre transport hub.</p> <p data-bbox="616 786 708 813"><b><u>Impact</u></b></p> <p data-bbox="616 831 1386 947">The package is part of a wider programme to regenerate Huddersfield Station Gateway, in preparedness to capitalise on the regional growth potential of the Transpennine Route Upgrade (TRU) and HS2.</p> <p data-bbox="616 965 1386 1176">The package will improve bus and rail station access and rail / bus interchange and will support expected increases in capacity at both stations. The improvements will allow easier access to the town centre and are expected to increase footfall for businesses and reduce carbon emission, as a result of modal shift from cars to sustainable modes (bus, rail, cycling and walking).</p> <p data-bbox="616 1193 831 1220"><b><u>Decision sought</u></b></p> <p data-bbox="616 1238 1386 1337">Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case)</p> <p data-bbox="616 1355 1078 1382">Total value of the scheme - £37 million</p> <p data-bbox="616 1400 1318 1426">Total value of the Combined Authority funding - £28 million</p> <p data-bbox="616 1444 1174 1471">Funding recommendation sought - £0.1 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 574 528"><b>Halifax, Walking Cycling and Bus Transformation Package - North Halifax Cycle Super Highways, Park Ward Streets for People, Bus Priority</b></p> <p data-bbox="296 562 430 589">Calderdale</p> <p data-bbox="296 607 568 665">7 October 2020 Investment Committee</p>	<p data-bbox="620 253 1316 342">This package will implement a series of improvements to transport facilities in and around Halifax, through individual schemes at Halifax Bus Station and Halifax Rail Station.</p> <p data-bbox="620 360 1377 481">It will also include bus priority improvements and bus connectivity improvements to the north and north west of the town and enhanced walking and cycling infrastructure within the town.</p> <p data-bbox="620 499 1366 589">The package comprises of five interrelated schemes at various stages of development and at different stages within the Combined Authority's assurance process:</p> <ul data-bbox="668 607 1358 831" style="list-style-type: none"> <li>• Halifax Bus Station - Full Business Case</li> <li>• Halifax Rail Station Gateway - Outline Business Case</li> <li>• North Halifax Active Travel – Strategic Outline Case</li> <li>• Park Ward Streets for People - Strategic Outline Case</li> <li>• West Halifax Bus Efficiency Strategic Outline Case</li> </ul> <p data-bbox="620 848 1369 907">This Strategic Outline Case brings together all five schemes as one package.</p> <p data-bbox="620 925 1369 1077">The package will be funded from the Transforming Cities Fund with additional funding from the West Yorkshire plus Transport Fund for the Halifax Rail Station Gateway Scheme and £1 million from the Local Transport Plan for the Park Ward Streets for People scheme.</p> <p data-bbox="620 1095 708 1122"><b><u>Impact</u></b></p> <p data-bbox="620 1140 1390 1382">The package will improve access to and around the town centre using sustainable modes of transport, from areas including North Halifax and new housing and employment developments in North and West Halifax. The package will improve bus connectivity, reliability and journey times through bus priority measures and will increase levels of cycling and walking. The package will also increase accessibility and safety at Halifax bus and rail stations and will improve public spaces in the town.</p> <p data-bbox="620 1400 831 1426"><b><u>Decision sought</u></b></p> <p data-bbox="620 1444 1347 1534">Approval for the package to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case) for individual schemes</p> <p data-bbox="620 1552 1133 1579">Total value of the scheme - £71.805 million</p> <p data-bbox="620 1597 1294 1624">Total value of Combined Authority funding - £53.9 million</p> <p data-bbox="620 1641 1150 1668">Funding recommendation sought - £0 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 576 342"><b>Active and Sustainable Travel in Wakefield City Centre</b></p> <p data-bbox="296 360 416 387">Wakefield</p> <p data-bbox="296 409 584 465">5 November Investment Committee</p>	<p data-bbox="619 253 1378 376">Wakefield City Centre is currently dominated by traffic and therefore issues where this interacts with people walking and cycling around the city causing safety and accessibility concerns as well as areas of poor air quality caused by congestion.</p> <p data-bbox="619 394 1353 600">The package will focus on introducing segregated cycling and walking facilities in the cultural quarter and by managing the traffic in the city centre. It will also improve the bus reliability across the city centre through providing improvements to key junctions and routes. These measures will provide enhanced multi modal connections to the main attractions and the rail stations.</p> <p data-bbox="619 618 1374 898">This improvement work will connect with other schemes being developed and delivered in Wakefield such as corridor improvements, the City Centre Package (Kirkgate and Ings Road), and other schemes in the pipeline such as Wakefield South East Gateway (Kirkgate and Rutland Mill). This package also complements other recently delivered such as Rail Parking packages that have improved the approaches to the two rail stations and parts of the city centre around Northgate and Bull Ring.</p> <p data-bbox="619 916 708 943"><b><u>Impact</u></b></p> <p data-bbox="619 960 1385 1140">This scheme will introduce new segregated walking and cycling infrastructure, making the employment, and training centres accessible using sustainable modes. The scheme will improve journey times through bus priority measures, reduce traffic congestion, vehicle emissions which will improve local air quality and help mitigate carbon impacts</p> <p data-bbox="619 1158 831 1184"><b><u>Decision sought</u></b></p> <p data-bbox="619 1202 1369 1292">Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p data-bbox="619 1310 1102 1337">Total value of the scheme - £13.6 million</p> <p data-bbox="619 1355 1294 1382">Total value of Combined Authority funding - £13.6 million</p> <p data-bbox="619 1400 1203 1426">Funding recommendation sought - £0.119 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 574 342"><b>York Station and City Centre Access Package</b></p> <p data-bbox="296 360 355 387">York</p> <p data-bbox="296 405 587 465">5 November Investment Committee</p>	<p data-bbox="616 253 1372 342">The package complements the existing WY+TF York Station Frontage project and comprises a series of interventions in and around York Rail Station as follows:</p> <ul data-bbox="616 360 1394 896" style="list-style-type: none"> <li data-bbox="616 360 1394 450">• Short stay and loop road – partly funding the infrastructure to relocate private vehicles from immediately outside the rail station</li> <li data-bbox="616 468 1394 528">• Parcel Square - creating space to relocate taxis from immediately outside the station</li> <li data-bbox="616 546 1394 607">• Creation of new public spaces at Station and Tea Room Squares and the Portico</li> <li data-bbox="616 624 1394 685">• Improving journey times between the rail station and Askham Bar Park and Ride</li> <li data-bbox="616 703 1394 792">• Cycle routeway enhancements, with dedicated connections between the rail station and new cycle lanes at Queen Street and Leeman Road</li> <li data-bbox="616 810 1394 837">• Improvement of cycle parking at the rail station</li> <li data-bbox="616 855 1394 896">• Partly funding a new Western Concourse and increasing the capacity of the overbridge.</li> </ul> <p data-bbox="616 913 1278 974">The package will be funded through the Department for Transport’s Transforming Cities Fund (TCF).</p> <p data-bbox="616 992 1394 1171">The package complements other interventions in and around the station, which, at this stage, are progressing separately as part of the York Central programme. At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.</p> <p data-bbox="616 1189 708 1216"><b><u>Impact</u></b></p> <p data-bbox="616 1234 1394 1391">The package will transform the Station Gateway to York, improving accessibility, reducing congestion, addressing carbon and air quality issues and will directly support delivery of housing and commercial developments on the York Central development site.</p> <p data-bbox="616 1408 1326 1498">The package will create a transport interchange ready to accommodate increasing passenger numbers as a result of High-Speed 2 and Northern Powerhouse Rail.</p> <p data-bbox="616 1516 831 1543"><b><u>Decision sought</u></b></p> <p data-bbox="616 1561 1369 1650">Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 5 (Full Business Case with Finalised Costs).</p> <p data-bbox="616 1668 1118 1695">Total value of the scheme - £14.47 million</p> <p data-bbox="616 1713 1310 1740">Total value of Combined Authority funding - £14.47 million</p> <p data-bbox="616 1758 1150 1785">Funding recommendation sought - £0 million</p>

5.14 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

5.15 This report provides information required to enable the Combined Authority to approve each of the above elements.

5.16 Since the Combined Authority's meeting on 4 September 2020, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee.

5.17 The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have or will have been made by Investment Committee on the 7 October 2020 or 5 November 2020. Please see paragraph 1.3 which also applies to these recommendations.

5.18 The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 595 353"><b>TCF Leeds Rail Station Sustainable Travel Gateway (LSSTG)</b></p> <p data-bbox="296 387 373 414">Leeds</p> <p data-bbox="296 434 560 490">7 October Investment Committee</p>	<p data-bbox="620 253 1385 434">The aim of the Leeds Rail Station Sustainable Travel Gateway (LSSTG) scheme is to develop a fully accessible multi-modal transport hub to improve the transition between rail travel and pedestrian, cycling, taxi, and bus services and promote the use of sustainable travel opportunities (bus, rail, cycling and walking) in Leeds.</p> <p data-bbox="620 454 1362 481">The scheme will be funded from the Transforming Cities Fund.</p> <p data-bbox="620 501 708 528"><b><u>Impact</u></b></p> <p data-bbox="620 548 1353 575">The scheme has the potential to deliver the following impacts:</p> <ul data-bbox="620 595 1369 969" style="list-style-type: none"> <li data-bbox="620 595 1305 651">• Improving air quality in the immediate vicinity of Leeds Station</li> <li data-bbox="620 672 1369 728">• Supporting mode shift to sustainable modes and away from the private car to help reduce carbon emissions</li> <li data-bbox="620 748 1345 804">• Improving pedestrian flows and reduce barriers, making it easier for people to get to and from the rail station</li> <li data-bbox="620 824 1362 880">• Enhancing Leeds Station's role, making it a welcoming and attractive gateway to the city</li> <li data-bbox="620 900 1356 956">• Improving accessibility and enhanced options for step-free access to Leeds Station</li> </ul> <p data-bbox="620 987 831 1014"><b><u>Decision sought</u></b></p> <p data-bbox="620 1034 1390 1122">Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case plus finalised costs).</p> <p data-bbox="620 1142 1117 1169">Total value of the scheme - £32.54 million</p> <p data-bbox="620 1189 1310 1216">Total value of Combined Authority funding - £32.44 million</p> <p data-bbox="620 1236 1187 1263">Funding recommendation sought - £3.01 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p><b>Beech Hill, Halifax</b></p> <p>Calderdale</p> <p>7 October Investment Committee</p>	<p>The Beech Hill estate lies on the western edge of Halifax Town Centre, close to a range of services, facilities, and transport links. It is a mixed-use area, which previously housed three vacant tower blocks and a former council depot.</p> <p>The overall scheme will accelerate housing delivery by unlocking underused brownfield land to deliver ambitious housing plans and will lever in other private/public investment, on a site that would otherwise have poor viability due to the level of contamination and infrastructure works required.</p> <p>The Combined Authority's contribution will total £2.197 million towards the indicative total scheme cost of £21.742 million (Ph 1a and 1b). THA is contributing £14.418 million towards the total scheme costs, Homes England are contributing £4.725 million and CMBC are contributing £0.402 million.</p> <p><b><u>Impact</u></b></p> <p>105 new homes, available at affordable rents, will be constructed on the site through Phase 1; these will be owned and managed by Together Housing Association.</p> <p><b><u>Decision sought</u></b></p> <p>Approval for Beech Hill Phase 1b to proceed through decision point 5 and work commences on activity 6 (delivery).</p> <p>Total value of the scheme (Phase 1a and 1b) - £21.742 million</p> <p>Total value of Combined Authority funding - £0.797 million (Phase 1b)</p> <p>Funding recommendation sought - £0.797 million (Phase 1b)</p>

<u>Scheme</u>	<u>Scheme description</u>
<p><b>Strategic Business Growth</b></p> <p>Leeds City Region</p> <p>7 October Investment Committee</p>	<p>The Strategic Business Growth programme engages with small and medium sized enterprises (SMEs), across the Leeds City Region, with the ambition and aspirations to grow. The programme provides an integrated package of support, which will comprise of tailored advice along with financial support (capital grants) to help SMEs grow and create new employment opportunities.</p> <p>The costs have been agreed on a matched funding basis with a Government contribution of £1,620,551, Local Growth Fund match funding of £1,120,551 and SME match funding of £500,000.</p> <p>This change request recommends acceptance of the Government contribution and match funding from the Local Growth Fund.</p> <p><b><u>Impact</u></b></p> <p>The programme will run until 31 March 2023 funded through a combination of local and EU funding, matched by the enterprises engaged in the project and will provide one-to-one and one-to-many support to a minimum of 345 businesses</p> <p><b><u>Decision sought</u></b></p> <p>That the Change Request is approved for additional funding to allow the programme to continue to deliver until 31 March 2023.</p> <p>Total value of the scheme - £3.241 million</p> <p>Total value of Combined Authority funding - £2.742 million</p> <p>Funding recommendation sought - £2.742 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 580 309"><b>A629 Phase 2: Halifax Town Centre</b></p> <p data-bbox="296 331 432 358">Calderdale</p> <p data-bbox="296 376 587 432">5 November Investment Committee</p>	<p data-bbox="616 253 1369 638">The A629 phase 2 Halifax Town Centre scheme will deliver interventions including enhanced walking and cycling facilities and connections into the town centre. The scheme will re-route the existing bus services to ensure journey reliability and introduce new bus stops at the Southgate/Wards End Link and Alfred Street East/ Horton street. This will improve the bus-rail interchange and user experience therefore making public transport more attractive. Overall, the scheme will also deliver high quality public realm and a better transport network which will improve accessibility to education, employment, and development sites.</p> <p data-bbox="616 660 1358 761">The scheme will deliver a series of public transport and active travel (walking &amp; cycling) interventions to improve connectivity and accessibility to and within the town centre.</p> <p data-bbox="616 784 1374 846">The scheme is being delivered through the West Yorkshire plus Transport Fund (WY+TF).</p> <p data-bbox="616 869 708 896"><b><u>Impact</u></b></p> <p data-bbox="616 918 1362 1124">The scheme supports the inclusive growth principle of a better quality of life by enhancing the walking, cycling and public transport access to employment, education, retail, and bus-rail interchange, as well as improving the streetscape and attractiveness of public spaces within the town centre through public realm interventions.</p> <p data-bbox="616 1146 1390 1281">The value for money assessment reflects a core benefit cost ratio (BCR) of 1.30:1 judging the scheme as low value for money when assessed against the Department for Transport's value for money criteria.</p> <p data-bbox="616 1303 831 1330"><b><u>Decision sought</u></b></p> <p data-bbox="616 1352 1358 1456">Approval to proceed through decision point 4 (Full Business Case) and work commences on activity 5 (Full Business Case plus finalised costs).</p> <p data-bbox="616 1478 1118 1505">Total value of the scheme - £47.84 million</p> <p data-bbox="616 1527 1310 1554">Total value of Combined Authority funding - £47.84 million</p> <p data-bbox="616 1576 1203 1603">Funding recommendation sought - £2.598 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 253 595 315"><b>Wakefield SE Gateway (Kirkgate)</b></p> <p data-bbox="296 331 416 360">Wakefield</p> <p data-bbox="296 376 587 439">5 November Investment Committee</p>	<p data-bbox="619 253 1382 405">The regeneration of the Wakefield City Centre South East Gateway is a strategic priority for Wakefield Council. The ongoing development of the South East Gateway is key to transform the city's image by redeveloping Kirkgate as a distinct part of the city centre.</p> <p data-bbox="619 421 1358 517">The scheme will act as a catalyst to regeneration through strategic acquisition and demolition of Chantry House and site clearance to enable residential development.</p> <p data-bbox="619 533 711 562"><b><u>Impact</u></b></p> <p data-bbox="619 577 1294 640">The scheme will enable building of approx. 60 affordable housing thereby delivering inclusive growth.</p> <p data-bbox="619 656 1337 719">The value for money assessment reflects a core benefit cost ratio (BCR) of 1.45:1</p> <p data-bbox="619 734 831 763"><b><u>Decision sought</u></b></p> <p data-bbox="619 779 1366 842">Approval to proceed through decision point 5 (FBC+) and work commences on activity 6 (delivery).</p> <p data-bbox="619 857 1126 887">Total value of the scheme – £3.435 million</p> <p data-bbox="619 902 1281 931">Total value of Combined Authority funding - £1.6 million</p> <p data-bbox="619 947 1174 976">Funding recommendation sought - £1.6 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 250 580 309"><b>Tranche 2 Emergency Active Travel</b></p> <p data-bbox="296 327 520 358">Leeds City Region</p> <p data-bbox="296 376 587 434">5 November Investment Committee</p>	<p data-bbox="620 250 1385 371">The Tranche 2 Emergency Active Travel fund allocated to the Combined Authority will reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand.</p> <p data-bbox="620 389 1382 568">The indicative allocation for West Yorkshire is £10.053 million to fund a programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation.</p> <p data-bbox="620 586 1382 739">The programme has been developed in partnership with partner councils, and Transport Committee members provided comments on the proposed programme alongside Leaders and Portfolio Holders, members of the West Yorkshire Bus Alliance and the CityConnect Advisory Group.</p> <p data-bbox="620 757 708 788"><b><u>Impact</u></b></p> <p data-bbox="620 806 1362 891">Improved provision for cycling and walking, enabling safer and more people to walk and cycle for local journeys and to employment and other key destinations.</p> <p data-bbox="620 909 1343 994">Enabling mode shift from car through provision to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p data-bbox="620 1012 1331 1097">Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing deprivation.</p> <p data-bbox="620 1124 831 1155"><b><u>Decision sought</u></b></p> <p data-bbox="620 1173 1382 1258">Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (Delivery).</p> <p data-bbox="620 1276 1139 1308">Total value of the scheme – £10.053 million</p> <p data-bbox="620 1326 1324 1357">Total value of Combined Authority funding - £10.053 million</p> <p data-bbox="620 1375 1219 1406">Funding recommendation sought - £10.053 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 250 587 309"><b>Wakefield SE Gateway (Rutland Mills)</b></p> <p data-bbox="296 331 416 358">Wakefield</p> <p data-bbox="296 376 587 434">5 November Investment Committee</p>	<p data-bbox="619 250 1358 371">The Wakefield City Centre South East gateway scheme forms part of the Housing and Regeneration programme. The objectives of this programme are to deliver commercial floor space and homes in the Leeds City Region.</p> <p data-bbox="619 389 1369 542">The scope of this scheme is the restoration of historic buildings at Rutland Mills and creation of high-quality public realm at the Waterfront to deliver a creative industries jobs hub through studio, office and learning space along with associated hotel, food and beverage offer.</p> <p data-bbox="619 560 1326 586">The scheme will be funded through the Local Growth Fund.</p> <p data-bbox="619 604 708 631"><b><u>Impact</u></b></p> <p data-bbox="619 649 1369 707">The Rutland Mills development will deliver 6909 square metres of commercial floor space and enable 219 jobs.</p> <p data-bbox="619 725 1347 784">The scheme's wider social benefits include new local employment opportunities and attracting footfall to Wakefield.</p> <p data-bbox="619 801 1337 860">The value for money assessment reflects a core benefit cost ratio (BCR) of 6.9:1.</p> <p data-bbox="619 878 831 904"><b><u>Decision sought</u></b></p> <p data-bbox="619 922 1382 1016">Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p data-bbox="619 1034 1134 1061">Total value of the scheme - £20.911 million</p> <p data-bbox="619 1079 1278 1106">Total value of Combined Authority funding - £4.9 million</p> <p data-bbox="619 1124 1171 1151">Funding recommendation sought - £4.9 million</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="296 250 595 315"><b>Bradford Heritage Properties (High Point)</b></p> <p data-bbox="296 331 403 358">Bradford</p> <p data-bbox="296 376 587 436">5 November Investment Committee</p>	<p data-bbox="620 250 1358 344">This scheme forms part of the Bradford City Centre Properties programme to refurbish historic buildings within the Bradford area and bring them back into use.</p> <p data-bbox="620 360 1358 483">This scheme aims to redevelop High Point, a 13-storey former office block in Bradford City Centre, bringing the building back into use and providing a range of new apartment homes with ground floor commercial/ business space.</p> <p data-bbox="620 499 1230 526">The scheme is funded from the Local Growth Fund.</p> <p data-bbox="620 542 708 575"><b><u>Impact</u></b></p> <p data-bbox="620 591 1378 743">The refurbishment will act as a catalyst for regeneration within the wider area. The scheme will enable 87 new homes (apartments) and will also create 422 square meters of commercial business space in a key priority urban centre, which will potentially create 24 new jobs.</p> <p data-bbox="620 759 1362 853">The building will be fitted with solar panels to reduce electricity supply from the national grid and provide a sustainable energy resource.</p> <p data-bbox="620 869 1385 963">This scheme will potentially generate £3.7 million in social value, and has an adjusted BCR of 2.2:1, representing high value for money.</p> <p data-bbox="620 978 831 1012"><b><u>Decision sought</u></b></p> <p data-bbox="620 1028 1378 1117">Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p data-bbox="620 1133 1118 1160">Total value of the scheme - £9.432 million</p> <p data-bbox="620 1176 1278 1202">Total value of Combined Authority funding - £2.9 million</p> <p data-bbox="620 1218 1171 1252">Funding recommendation sought - £2.9 million</p>

<b>Scheme</b>	<b><u>Scheme description</u></b>
<p data-bbox="296 250 568 371"><b>Rail Park and Ride Phase 1 (Steeton &amp; Silsden, Moorthorpe, Normanton)</b></p> <p data-bbox="296 389 536 421">Bradford, Wakefield</p> <p data-bbox="296 439 587 497">5 November Investment Committee</p>	<p data-bbox="620 250 1385 524">For demand to meet supply and encourage commuters to access the rail network rather than drive, a strategic package of car park extensions at West Yorkshire rail stations has been identified, to increase capacity and enhance connectivity to, from and within West Yorkshire. The programme will increase car parking capacity, at selected stations, of which there is a greater return in terms of weighted benefit for all users, in terms of minutes.</p> <p data-bbox="620 551 1315 609">Three of these sites, Steeton and Silsden, Moorthorpe and Normanton are the subject of this Change Request.</p> <p data-bbox="620 636 1369 766">The value of the contracts and therefore the total scheme costs approval needs to be increased to reflect the VAT element that cannot be recovered by Northern or the Combined Authority under current HMRC rules.</p> <p data-bbox="620 792 1011 824">This Change Request is seeking:</p> <ul data-bbox="620 846 1372 945" style="list-style-type: none"> <li>• Approval for an increase in the scheme contract values and timescales for each of the three schemes mentioned above.</li> <li>• Approval for the revised completion dates for each scheme.</li> </ul> <p data-bbox="620 967 708 999"><b><u>Impact</u></b></p> <p data-bbox="620 1008 1378 1178">The car park improvements will deliver more localised benefits, because of improved access to the rail network. The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.</p> <p data-bbox="620 1200 829 1232"><b><u>Decision sought</u></b></p> <p data-bbox="620 1240 1378 1339">Approval to the change request to increase to the costs of the three schemes by £1.206 million, to a total of £7.851 million and to extend the completion timescales for each scheme.</p> <p data-bbox="620 1352 1200 1384">Total value of the three schemes - £7.851 million</p> <p data-bbox="620 1397 1308 1429">Total value of Combined Authority funding - £7.851 million</p> <p data-bbox="620 1442 1385 1500">Funding recommendation sought for the three schemes - £1.206 million</p>

## 6 Information

- 6.1 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.
- 6.2 All the schemes set out in this report have been or will have been considered by the Investment Committee on 7 October 2020 or 5 November 2020.

## Projects in stage 1: Eligibility

<b>Project Title</b>	<b>Huddersfield Stations Gateway package - Preparing for Transpennine Route Upgrade (TRU) at Huddersfield and opening up employment sites</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 6.3 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 and will build on Growth Deal and West Yorkshire plus Transport Fund (WY+TF) investments.
- 6.4 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.
- 6.5 The package is part of a wider programme to regenerate Huddersfield Station Gateway, in preparedness to capitalise on the regional growth potential of the Transpennine Route Upgrade and High Speed 2. The wider Gateway programme is anticipated to accelerate the delivery of a major mixed-use development, planned at St. George's Warehouse, adjacent to the rail station along with several town centre housing schemes and other private sector investment projects to support the town's growth. The package seeks to address current challenges including:
- bus and rail station capacity and the improvements needed to prepare for the Transpennine Route Upgrade (TRU), which will see passenger numbers increase

- a lack of disabled access at the bus and rail station
- the dominance of private cars on the approach to the main urban areas and within Huddersfield Town Centre
- the need to improve access to, and interchange between, sustainable transport modes (rail, bus, cycling and walking) to continue journeys, to encourage more people to switch from private car and make employment, leisure and retail more accessible to more people

6.6 At activity 2 (Strategic Outline Case), the package consists three stand-alone schemes, which will progress individually through the Combined Authority's assurance process:

- **Huddersfield Bus Station**
  - **Huddersfield Bus Station upgrade** – upgrade of the bus station building, including access improvements for entry to the bus station and inside the station, improvements to the main entrance and improving the attractiveness of public spaces next to the station
- **Huddersfield major walk and cycle routes**
  - **Trinity Street foot/cycle bridge** – a new bridge over the inner ring road (IRR) (Castlegate) at the Trinity Crossing, to improve the quality and capacity of crossing the IRR at Trinity Street. Other options are also being appraised and being developed in parallel, including upgrades to the existing surface crossing and underpass
  - **Walking and cycling gateway access** – major improvements to the quality and safety of the walking and cycling route between east Huddersfield districts, the rail station and other key town centre destinations. Includes improvements to public spaces to increase the attractiveness of the walking and cycling routes and town centre
- **Huddersfield Rail Station access**
  - **Cycle and taxi hub and High Speed 2 (HS2) park and ride** – creation of a new cycle hub, with changing and locker facilities, next to Huddersfield Rail Station car park, to accommodate increased demand from cyclists. Creation of new taxi hub in the car park to the north east of the railway station to make walking access to the station through St George's Square easier for pedestrians and measures to create park and ride car spaces within St George's Warehouse car park
  - **Connection of the railway station to St George's Warehouse** – an additional eastern entrance at the station by re-opening an historic doorway, highway improvements and acquisition of the warehouse and car park
  - **Subway extension and new western rail station entrance** – extension to the existing rail station subway with a new western entrance linking the rail station with the St George's Warehouse site. This proposal will primarily be funded by the £5 million West Yorkshire plus Transport contribution

- 6.7 Overall, the package will improve links between the local area and the town centre and improve access to the bus and rail station.

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

- 6.8 Through achieving modal shift from private car towards more sustainable ways of travel, this package should reduce emissions, resulting in improved air quality which will positively contribute toward Leeds City Region and Kirklees partner council's carbon reduction targets.
- 6.9 The improved pedestrian and cyclist infrastructure will help achieve the short- and long-term ambitions outlined in the Cycling and Walking Investment Strategy, by encouraging an increased uptake of walking and cycling, as these modes are perceived as the most convenient, accessible and safest way to travel.
- 6.10 The cycle route forms part of the priority Local Cycling and Walking Infrastructure Plan (LCWIP) route to be funded through the 'Walk and Cycle Access' sub-package, a key element of this package. By encouraging increased uptake of sustainable travel modes, including walking and cycling, the package will reduce transport related emissions across Huddersfield Town Centre and adjoining areas, improve local air quality and help tackle the national challenge of air pollution, as outlined in the Clean Air Strategy.

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

- 6.11 The scheme outputs and benefits include
- Improved access to and connectivity between Huddersfield Rail Station, Huddersfield Bus Station, the town centre, colleges, and suburbs / outlying villages
  - Reduced carbon emissions and improved air quality because of the increased use of sustainable modes (bus, rail, cycling and walking) to travel to, from and around the town centre
  - Enabling inclusive growth by connecting more people to opportunities and opening access to jobs, services, and the wider economy
  - Bus user benefits relating to journey time savings and improved passenger experience for new and existing bus users
  - Revenue benefits from regenerated retail floorspace in Huddersfield Bus Station and the likely generation of additional jobs
  - Better access to education and employment, leisure, and retail
  - Potential reduction in CO2 emissions due to the installation of energy efficient facilities as part of the redevelopment of Huddersfield Bus Station

## Risks

6.12 The scheme key risks include:

- COVID-19 pandemic and not being able to conduct site visits / public consultations, therefore there is a risk of not being able to deliver the scheme by 2023. Mitigated by the Combined Authority discussing possible funding extension / timescale reconfiguration with Department for Transport
- Non-agreement from landowner with consequences for programme and cost. Mitigated by early dialogue with landowners, and early scoping of planning and environmental issues
- If the St George's Warehouse site cannot be acquired the stair/lift, taxi hub, park and ride and cycle hub cannot be delivered. Mitigated by ongoing engagement with the landowner and Kirklees Council and alternative land options included for cycle hub, taxi hub and park and ride.
- Listed Building Consent may be required for the Grade I listed railway station and Grade II listed St George's Warehouse. Mitigated by developing scheme options to be sympathetic to the environment to give the best chance of success
- Potential disruption to road network during construction period. Mitigated by public consultation at early stages and throughout the process and measures put in place to minimise disruption where possible.

## Costs

6.13 The scheme costs are:

- This package has a TCF funding allocation of £16.5 million for Low Cost Scenario, £18.5 million for Medium Cost Scenario and £28 million for the High Cost Scenario.
- The total value of the package is £42 million; £28 million from the Transforming Cities Fund (TCF), £10 million from West Yorkshire plus Transport Fund (WY+TF – Huddersfield Station Gateway Phase 1 and 2) and £4 million from Kirklees Council's Kirklees Town Centre Capital fund.
- Combined Authority approved £0.816 million of development costs from TCF, on 25 June 2020, for the package to develop individual Outline Business Cases and progress to decision point 3. A further £0.100 million is now requested to progress the schemes to OBC. This will bring the total approval to £0.916 million.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	10/11/2020
3 (outline business case) for individual schemes	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	Dependent on individual scheme assurance pathway

## Other Key Timescales

- 6.14 This package comprises of three individual schemes (Huddersfield Major Walking & Cycling Routes, Huddersfield Bus Station, Huddersfield Rail Station Access). Following decision point 2 approval, each individual scheme will develop an Outline Business Case and follow its own specific assurance pathway. At package level, start on site is expected to begin January 2022 and completion on site is expected in March 2023.

## Assurance Tolerances

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

## Project Responsibilities

<b>Senior Responsible Officer</b>	Angela Blake, Kirklees Council
<b>Project Manager</b>	Keith Bloomfield, Kirklees Council
<b>Combined Authority case officer</b>	Alpha Thiam, West Yorkshire Combined Authority

## Appraisal Summary

- 6.15 This package is aligned with national, local, and regional strategies and policies, including Strategic Economic Plan priorities. Package objectives have been provided. The forecasted outcomes and benefits have been defined, and although high level, they appear to be realistic and achievable. A wide range of options have been identified and appraised to recommend a preferred way forward for the package and indicative costs are shown for each option. The

promoter has been asked for clarity around planned work for St George's Warehouse.

## **Recommendations**

6.16 That the Combined Authority approves:

- (i) The Huddersfield Stations Gateway package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
- (ii) An indicative approval to the Combined Authority contribution of £28 million from the Transforming Cities Fund, with full approval to spend once the package has progressed through the assurance process to decision point 5 (Full Business Case plus finalised costs). Total Project Costs are £42 million (£28 million TCF, £10 million WY+TF and £4 million from Kirklees Council's Kirklees Town Centre Capital fund).
- (iii) Development costs of £0.100 million are approved, to progress the scheme to decision point 3 (outline business case), taking the total approval to £0.916 million.
- (iv) The Combined Authority issue an addendum to the existing Funding Agreement with Kirklees Council for expenditure of up to £0.916 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Halifax, Walking Cycling and Bus Transformation Package - North Halifax Cycle Super Highways, Park Ward Streets for People, Bus Priority</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 6.17 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.
- 6.18 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.
- 6.19 The primary issues and challenges identified which this package seeks to address are:
- The barriers caused by the A58 and A629, which make journeys into the town centre more difficult for people in surrounding areas
  - High levels of deprivation and unemployment in north and west Halifax
  - Bus reliability, journey times and connectivity in west Halifax and parts of north Halifax
  - A bus station in need of modernisation
  - Poor accessibility to the rail station
  - Reducing existing barriers to travel including availability of travel information, waiting environment and safety / improved accessibility.

6.20 The package comprises of five interrelated schemes, which will improve transport facilities in and around Halifax addressing the challenges identified in paragraph 6.20 above. The schemes are at different stages of business case development, as outlined below. This Strategic Outline Case brings together all five schemes as one package.

- **Halifax Bus Station** (Full Business Case plus finalised costs) – The scheme will include creating a modern, fully accessible bus station which reduces barriers to travel and creates a better and safer waiting environment. The bus station design will incorporate energy and carbon saving features and will support smoother integration between different transport modes. The bus station will also have electric bus charging, cycle parking, electric bike charging and better travel information with links to rail real time information.
- **Halifax Rail Station Gateway** (Full Business Case) - The scheme will include creating a multi modal (bus, train, cycling and walking) transport interchange, a new footbridge between the rail station and the town centre, an underpass for walkers and cyclists beneath the station, in conjunction with an extension to the Hebble Trail for other cycling and walking routes and a revised car park layout including accessibility measures and electric vehicle charging.
- **North Halifax Active Travel** (Strategic Outline Case) - The scheme will create cycle links from the town centre towards Mixenden, Ovenden and Illingworth and create greater space for walking within residential areas of Ovenden and Holmfield.
- **Park Ward Streets for People** (Strategic Outline Case) - The scheme will include walking improvements to address barriers Park Ward residents' experience when accessing the town centre and community led improvements to public spaces within Park Ward.
- **West Halifax Bus Efficiency** (Strategic Outline Case) - The scheme will improve journey times for residents from areas of high deprivation, with bus priority measures at known hotspots which cause delays.

6.21 The package will be funded from the Transforming Cities Fund with additional funding from the West Yorkshire plus Transport Fund for the Halifax Rail Station Gateway Scheme and £1 million from the Local Transport Plan for the Park Ward Streets for People scheme.

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

6.22 The provision of new cycleways, pedestrian access facilities and interventions to make the Halifax transport system more joined-up, will contribute to transport behavioural change in Halifax and Calderdale, by encouraging people to choose sustainable travel modes (rail, bus, cycling and walking), mitigating against the impacts of the climate emergency whilst supporting a transition to a low carbon economy.

6.23 The package will also make key contributions to reducing carbon by providing electric bus and bike charging infrastructure and improving cycle parking at

Halifax Bus Station. The bus station design will also incorporate energy and carbon saving features including 100m<sup>2</sup> of solar panels on the roof and LED lighting throughout and a living roof and green wall.

- 6.24 Considerations such as solar panels, energy saving lighting and rainwater recycling will be incorporated into the design of the Rail Station Gateway scheme. The scheme will also include improved cycle parking, a green retaining wall, tree planting, sustainable urban drainage, and wildflower planting.

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

6.25 The package is aiming to:

- Improve access to Halifax Town Centre, including the bus and rail stations, by sustainable modes for residents in areas including North Halifax and Park Ward
- Improve bus availability, reliability, and journey times through bus priority measures at known delay hotspots and improved connectivity
- Increase levels of walking and cycling within Halifax and improved journey times because of new infrastructure Improve safety and accessibility all users at Halifax Bus and Rail stations
- Improve the attractiveness of public spaces in Halifax
- Promote inclusive growth by making it easier for people to access educational facilities and employment sites in Halifax and further afield through transport improvements
- Higher levels of sustainable travel from new housing and employment development sites Modal shift from car to sustainable modes (rail, bus, walking and cycling) resulting in air quality improvements
- This package has a forecast benefits cost ratio (BCR) of 1.38.

### **Risks**

6.26 The scheme risks include:

- Risks associated with acquisition of third-party land which has cost and delay implications. Mitigated by minimising third party land requirements where possible and early engagement with key third party landowners (through public consultation and / or direct engagement)
- Unforeseen ground conditions and services increasing cost. Mitigated by undertaking site surveys to inform options appraisal and development costs
- Public and stakeholder acceptance of the scheme proposals mitigated through early engagement and stakeholder management along with inclusive and comprehensive consultation processes on scheme designs as they are developed.

## Costs

6.27 The scheme costs are:

- This package has a TCF funding allocation of £39.9 million in the Low Scenario and Core Scenario and £53.9 million in the High Scenario.
- The total value of the package is £71.805 million; TCF contribution is £53.9 million, £16.5 million from West Yorkshire plus Transport Fund, £0.405 million from CMBC and £1 million from Local Transport Plan (LTP) for Park Ward Streets for People.
- The Combined Authority has to date approved development costs of £5.203 million for this package from the Transforming Cities Fund, for each of the five schemes to develop business cases and progress individually through the assurance process. No further funding is required.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	10/11/2020
3 (outline business case) for individual schemes	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	Dependent on individual scheme assurance pathway

## Other Key Timescales

6.28 This package comprises of five individual schemes: Halifax Bus Station (FBC+), Halifax Rail Station Gateway (FBC), North Halifax Active Travel (SOC), Park Ward Streets for People (SOC), West Halifax Bus Efficiency (SOC).

6.29 Following decision point 2 approval, each individual project will develop an Outline Business Case and follow their own specific assurance pathway. All five schemes are at different stages in the Combined Authority's assurance process.

## Assurance Tolerances

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

## Project Responsibilities

<b>Senior Responsible Officer</b>	Steven Lee, Calderdale Metropolitan Borough Council
<b>Project Manager</b>	Tom Jones, Calderdale Metropolitan Borough Council
<b>Combined Authority case officer</b>	Alpha Thiam, West Yorkshire Combined Authority

## Appraisal Summary

- 6.30 The package aligns with national, local, and regional strategies and policies, including Strategic Economic Plan priorities. Objectives are clearly outlined. The challenges the package aims to address have been provided, however, public sector costs associated with the current situation are absent. The scope and package requirements are given. A wide range of options have been identified and indicative costs and benefits for each option have been provided. Forecast costs have also been provided for each option with a recommendation to approve the High Cost Scenario at decision point 5 (Full Business Case plus finalised costs).

## Recommendations

- 6.31 That the Combined Authority approves:
- (i) The Halifax Walking, Cycling, Rail and Bus Transformation package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case) for individual schemes.
  - (ii) An indicative approval to the Combined Authority contribution of £53.9 million from the Transforming Cities Fund, with full approval to spend once the package has progressed through the assurance process to decision point 5 (Full Business Case plus finalised costs). Total Project Costs are £71.805 million (£53.9 million TCF, £16.5 million WY+TF, £0.405 million CMBC and £1 million LTP for Park Ward Streets for People.
  - (iii) An indicative approval to the total package value of £53.9 million is given from the Transforming Cities Fund with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5.
  - (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Active and Sustainable Travel in Wakefield City Centre</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 6.32 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF) which was approved in March 2020. 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. 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.
- 6.33 Wakefield City Centre is served by three main public transport interchanges, Kirkgate Railway Station, Westgate Railway Station and the Bus Station which is adjacent to Trinity Walk shopping centre. Many services use Union Street, to access the bus station, however, these services are frequently delayed due to city centre congestion which often impacts overall bus journey time and reliability.
- 6.34 The scheme will deliver bus priority measures to improve the reliability and viability of bus services by introducing traffic management measures. This will improve reliability of bus journeys within the city centre and will potentially increase bus patronage by making public transport more attractive thereby reducing congestion and carbon emissions.
- 6.35 Currently, for people wishing to access bus and rail services on foot or by bicycle, the first/last mile of the journey involves travelling along and across major roads with little or no adequate infrastructure provision. The scheme will overcome this barrier by providing cycle routes to the latest design standards within the city centre and installing a cycle hub to provide parking for cyclists thereby increasing attractiveness and accessibility of active modes of transport within the city centre.

- 6.36 The scheme will deliver high quality public realm measures in the Northern Quarter including improved walking and cycling provisions and traffic management measures which will enhance the accessibility to local businesses and services, potentially improving investment confidence within the city centre.
- 6.37 The improvements delivered by this package will connect with other schemes such as corridor improvements, the City Centre Package (Kirkgate and Ins Road), schemes in the pipeline such as Wakefield South East Gateway (Kirkgate and Rutland Mill) and other recently delivered such as Rail Parking packages that have improved the approaches to the two rail stations and parts of the city centre around Northgate and Bull Ring.

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

- 6.38 The package will improve air quality and reduce carbon emissions by introducing a range of measures across the city to improve bus journey reliability and making walking and cycling more attractive and accessible to private car users.
- 6.39 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

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

- 6.40 The scheme outputs, benefits and inclusive growth implications include:
- Improve access to bus and rail stations by sustainable modes in the city centre.
  - Improve bus reliability, and journey times through bus priority measures and managing traffic within the city centre improving accessibility and connectivity.
  - Modal shift from car to sustainable modes (rail, bus, walking and cycling) resulting in air quality improvements by introducing new walking and cycling infrastructure
  - Improve the attractiveness and accessibility of public spaces and local businesses potentially driving investor confidence.
  - Promote inclusive growth by making it easier for people to access educational facilities and employment sites in Wakefield and further afield, through public transport improvements.

### **Risks**

- 6.41 The scheme risks include:
- All of the TCF Wakefield City Centre Package interventions are not deliverable within the prescribed timescale, this will be mitigated by efficient project and programme management to keep the project to schedule and maintain engagement with relevant stakeholders.

- Public objection to Traffic Regulation Orders (TROs) to change in vehicle movements in the city centre, this will be mitigated by robust modelling to inform likely traffic patterns, effective communication and balancing expectations and long-term scheme benefits.
- Risk of multiple schemes being constructed within similar timeframe, consequently causing disruption in the city centre, this will be mitigated by ensuring scheme interfaces are monitored regularly to reduce likelihood of construction crossover from multiple schemes and phasing sub packages where possible.

## Costs

6.42 The scheme costs are:

- £13.6 million from Transforming Cities Fund (TCF)
- £0.406 million of development costs have been approved to date for this package from the Transforming Cities Fund to progress through the assurance process and further business case development.
- A further £0.119 million has been requested to progress to Outline Business Case, taking the total approval to £0.525 million

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	10/11/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2021

## Other Key Timescales

- Scheme starts on site July 2022
- Practical completion on site April 2023

## Assurance Tolerances

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

## Project Responsibilities

<b>Senior Responsible Officer</b>	Graham West, Wakefield Council
<b>Project Manager</b>	Janet Ward, Wakefield Council
<b>Combined Authority case officer</b>	Alpha Thiam, West Yorkshire Combined Authority

## Appraisal Summary

- 6.43 Overall, the scheme aligns with the Combined Authority strategic priorities. The majority of the SOC is sufficiently developed for this stage of the assurance process and issues that require further clarification will be addressed at the next stage.
- 6.44 The strategic need for the scheme has been set out, initial economic assessments have been carried out and broad procurement options have been identified. Funding streams have also been identified and the approach to project management is detailed.
- 6.45 Further work is required at the next stage of the assurance process to undertake value for money assessments, calculate scheme specific costs and benefits in present value and confirm spend profiles in accordance with TCF allocations. The preferred approach to procurement requires further development and project timescales require clarification.

## Recommendations

- 6.46 The Investment Committee recommends to the Combined Authority that:
- (i) The Wakefield City Centre Bus, Cycle and Walking improvements package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
  - (ii) An indicative approval to the total package value of £13.6 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5
  - (iii) Development costs of £0.119 million are approved to progress the scheme to decision point 3 (outline business case) bringing the total development costs approval to £0.525 million.
  - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £0.525 million from the Transforming Cities Fund.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

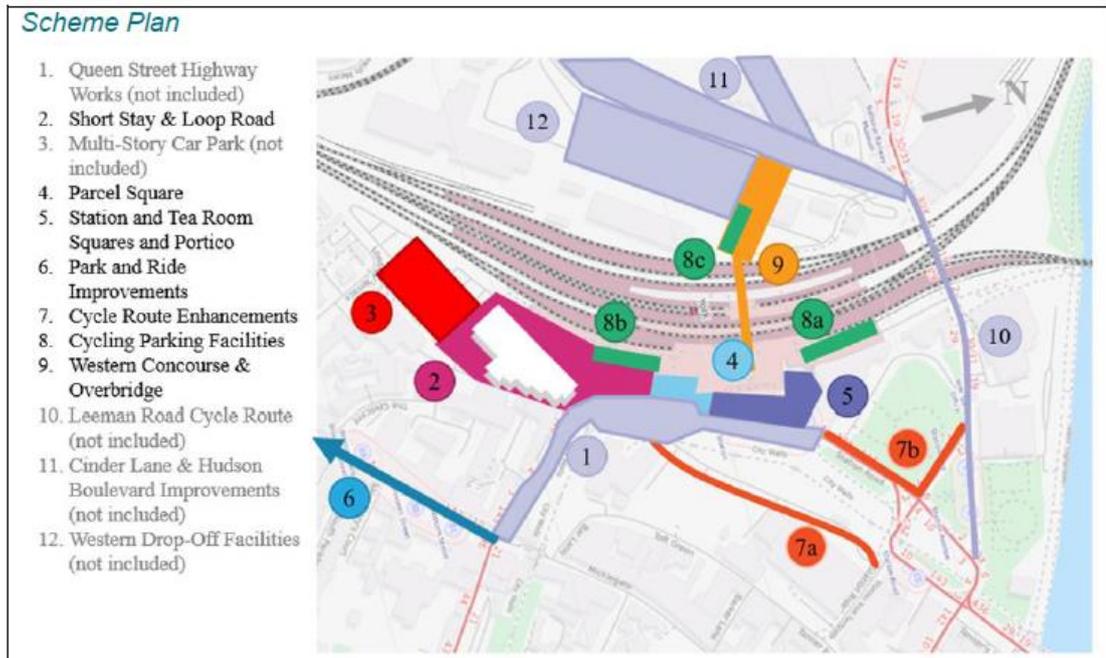
<b>Project Title</b>	<b>York Station and City Centre Access Package</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 6.47 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF) which was approved in March 2020. 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. 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.
- 6.48 The package is strategically aligned with the Leeds City Region Transforming Cities Fund vision and will connect people to economic and education opportunities by providing affordable and sustainable transport connections.
- 6.49 The package comprises a series of interventions in and around York Railway Station:
- Short stay and loop road - infrastructure to relocate private vehicles from immediately outside the rail station
  - Parcel Square - creating space to relocate taxis from immediately outside the station in The Portico
  - Station and Tea Room Squares and The Portico - creation of new public spaces
  - Park and Ride improvements - improving journey times to / from the Askham Bar Park and Ride, a key gateway into the city from people travelling from regional hubs including Leeds and Sheffield.
  - Cycle routeway enhancements - dedicated connections between the rail station and new cycle lanes at Queen Street and Leeman Road
  - Cycle parking - improvement of cycle parking at the rail station

- Western Concourse and overbridge - a new rail station Western Concourse and increasing the capacity of the overbridge.



- 6.50 The package complements other interventions (as noted above as “not included”) at the western and eastern side of the rail station which currently are part of the separate York Central programme which comprises of three schemes, namely, York Central Access, York Station Frontage and York Western Station Access and Station Frontage schemes, currently funded from West Yorkshire plus Transport Fund (WY+TF).
- 6.51 At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.

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

- 6.52 The package will improve air quality through reduced carbon emissions, by making public transport more attractive to private car users. Bus priority measures and park and ride improvements will improve bus journey times and increase reliability and rail station facilities and the passenger interchange between rail and bus and vice versa will be improved.
- 6.53 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

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

- 6.54 The scheme outputs, benefits and inclusive growth implications include:
- Encouraging more people to travel via sustainable modes (cycling, walking, rail and bus)

- Reallocating space around the rail station to prioritise bus, rail, cycling and walking and achieve reductions in car trips and minimising vehicle congestion
- Providing seamless walking and cycling connections improving access to and from the rail station
- Providing at least 800, high quality cycle parking spaces at key cycle arrival points
- Upgrading station facilities to support an increase in passengers
- Providing step-free access to platforms and across the station from all station entrances
- Helping unlock up to 2,500 homes and support up to 6,500 highly skilled jobs at York Central development site

### **Risks**

6.55 The scheme risks include:

- Failure to acquire a freehold parcel of land required for the package. This will be mitigated by engaging at the earliest opportunity with the landowner, subject to City of York Council's Governance approval procedures.
- Archaeological remains encountered when excavating lift pits. This will be mitigated by undertaking a desk-based assessment and intrusive investigations to de-risk main works

### **Costs**

6.56 The scheme costs are:

- £14.47 million from Transforming Cities Fund (TCF)
- £0.420 million of development costs have been approved to date for this package from the Transforming Cities Fund to progress through the assurance process and further business case development.
- No further development funding is requested at this stage

6.57 At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	11/11/2020
At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward and therefore the next Decision Point will be in line with the York central scheme.		

## Other Key Timescales

- Package start on site October 2021
- Completion on site March 2023

## Assurance Tolerances

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

## Project Responsibilities

<b>Senior Responsible Officer</b>	James Gilchrist, City of York Council
<b>Project Manager</b>	Tony Clarke, City of York Council
<b>Combined Authority case officer</b>	Alpha Thiam, West Yorkshire Combined Authority

## Appraisal Summary

- 6.58 The overall scheme aligns with the Combined Authority strategic priorities. The majority of the SOC is sufficiently developed for this stage of the assurance process and issues that require further clarification tend to be minor. The Strategic and Economic Cases demonstrate the strategic and economic need for the scheme clearly.
- 6.59 The five critical success factors used to appraise the long list have been identified and include 'fit with spending objectives', 'supplied capacity and capability', 'value for money', 'practical feasibility' and 'affordability'.
- 6.60 An assessment of the ability of the marketplace to provide the required goods and services for the project has been carried out. An established professional team has already been engaged to deliver the York Station Gateway scheme, who are covering project development.

6.61 The market study undertaken pre COVID-19 demonstrates that the demand for the station is expected to increase due to HS2, NPR and the York Central development site which evidences the need for the scheme. The investment is aligned with the medium- and long-term plans as the demand for these services is expected to return to pre COVID-19 levels in the future.

### **Recommendations**

6.62 The Investment Committee recommends to the Combined Authority that:

- (i) The York Station and City Centre Access Gateway package proceeds through Decision Point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total package value of £14.547 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

## **Projects in Stage 2: Development**

6.63 There are no schemes requiring consideration at this assurance stage

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

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

## **7 Clean Growth Implications**

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

## **8 Inclusive Growth Implications**

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

## **9 Financial Implications**

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

## **10 Staffing implications**

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

## **11 External consultees**

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

## **12 Recommendations**

### **Highways Maintenance Challenge Fund allocation 2020/21**

12.1 That the Combined Authority approves:

- (i) the expenditure of the DfT Highways Maintenance Challenge Fund grant totalling £3.334 million
- (ii) the allocations of the DfT Highways Maintenance Challenge Fund grant of £1,075,329 to Bradford, £1,514,155 to Leeds and £744,209 to Wakefield, totalling £3.334 million and that allocations are paid quarterly to partner councils.

### **Huddersfield Stations Gateway package - Preparing for Transpennine Route Upgrade (TRU) at Huddersfield and opening up employment sites**

12.2 That the Combined Authority approves:

- (i) The Huddersfield Stations Gateway package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
- (ii) An indicative approval to the Combined Authority contribution of £28 million from the Transforming Cities Fund, with full approval to spend once the package has progressed through the assurance process to decision point 5 (Full Business Case plus finalised costs). Total Project Costs are £42 million (£28 million TCF, £10 million WY+TF and £4 million from Kirklees Council's Kirklees Town Centre Capital fund).
- (iii) Development costs of £0.1 million are approved, to progress the scheme to decision point 3 (outline business case), taking the total approval to £0.916 million.
- (iv) The Combined Authority issue an addendum to the existing Funding Agreement with Kirklees Council for expenditure of up to £0.916 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

**Halifax, Walking Cycling and Bus Transformation Package - North Halifax Cycle Super Highways, Park Ward Streets for People, Bus Priority**

12.3 That the Combined Authority approves:

- (i) The Halifax Walking, Cycling, Rail and Bus Transformation package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case) for individual schemes.
- (ii) An indicative approval to the Combined Authority contribution of £53.9 million from the Transforming Cities Fund, with full approval to spend once the package has progressed through the assurance process to decision point 5 (Full Business Case plus finalised costs). Total Project Costs are £71.805 million (£53.9 million TCF, £16.5 million WY+TF, £0.405 million CMBC and £1 million LTP for Park Ward Streets for People).
- (iii) An indicative approval to the total package value of £53.9 million is given from the Transforming Cities Fund with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

## **Active and Sustainable Travel in Wakefield City Centre**

12.4 That the Combined Authority approves:

- (i) The Wakefield City Centre Bus, Cycle and Walking improvements package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
- (ii) An indicative approval to the total package value of £13.6 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5
- (iii) Development costs of £0.119 million are approved to progress the scheme to decision point 3 (outline business case) bringing the total development costs approval to £0.525 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £0.525 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

## **York Station and City Centre Access Package**

12.5 That the Combined Authority approves:

- (i) The York Station and City Centre Access Gateway package proceeds through Decision Point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total package value of £14.547 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

## **13 Background Documents**

13.1 Business case summaries for the schemes recommended for approval by the Investment Committee on 7 October 2020 are available here:

[7 October Investment Committee](#)

13.2 Business case summaries for the schemes recommended for approval by the Investment Committee on 5 November 2020 are available here:

**14 Appendices**

Appendix 1 – Background to the Combined Authority’s assurance framework

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