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

**Date:** 05 May 2021

**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 for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

## **2 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 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 will be 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. Although it is generally expected that in the medium and long-term behaviours will return to pre COVID-19, as scheme business cases develop further, assumptions will be re-tested.

### **3 Tackling the Climate Emergency Implications**

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 and tool for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed. Work is currently underway to refine the toolkit methodology by assessing a selection of existing capital schemes progressing through assurance framework which are in scope of this assessment. The outcome of this assessment, including potential mitigation and recommendations for shortlisted schemes will inform the development of toolkit and will be discussed with partners, and reported to the Combined Authority in June 2021. The tool will be incorporated into the Assurance Framework so that it can be used to assess future proposals as they progress through the assurance process. This part of the commission will involve a significant training element to ensure carbon assessment is properly embedded in the assurance process.

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 Report**

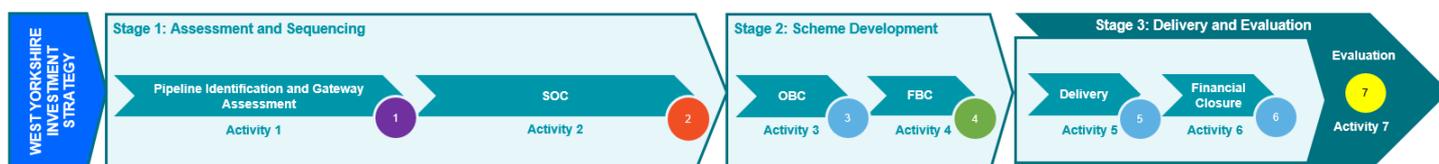
4.1 This report presents proposals for the progression of two schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £21.506 million when fully approved, of which the total value of £20.909 million will be funded by the Combined Authority. Further details on the schemes can be found as part of this report and are summarised below.

4.2 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 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.

4.3 The Combined Authority's Assurance Framework has been reviewed and approved by Government ahead of becoming a Mayoral Combined Authority. For more detail on this and 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**.

4.4 The new framework is represented here:



### Stage 1: Assessment and Sequencing

4.5 Programmes / schemes will start to be developed through an ongoing dialogue with the Region's businesses, third sector and public organisations, in line with the WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (Decision Point 1).

4.6 If approved the scheme will progress to Strategic Outline Case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the 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. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (Decision Point 2).

### Stage 2: Scheme Development

4.7 If approved the scheme will progress to Outline Business Case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will

be presented for approval by the decision-maker (Decision Point 3) as set out in the approval pathway and route approved at Decision Point 2.

- 4.8 If approved the scheme will progress to Full Business Case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The Economic Case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (Decision Point 4) as set out in the approval pathway and route approved at Decision Point 2.
- 4.9 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

### Stage 3: Delivery and Evaluation

- 4.10 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.11 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (Decision Point 5) as set out in the approval pathway and route approved at Decision Point 2.
- 4.12 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (Decision Point 6) as set out in the approval pathway and route approved at Decision Point 2.
- 4.13 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 4.14 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning

intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

### Transition

- 4.15 There will be a transition period to the new Assurance Framework due to business cases being submitted and appraised prior to the new Assurance Framework being approved by the Government. Therefore, some of the schemes presented in this report reflect the old Assurance Framework (highlighted).

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

- 4.16 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.
- 4.17 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.
- 4.18 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.
- 4.19 Her Majesty's Treasury (HMT) have now completed the review of the Green Book. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. This review has endorsed the Combined Authority's approach by clarifying that overall Value for Money judgement should not depend solely on the BCR but be informed by a balanced consideration of all relevant evidence, that is, appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.20 In particular, HMT have clarified further that in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of a project. This might for example include, but not limited to, a greater focus on regional impacts to help deliver Levelling Up, ensuring transformational projects are given due consideration, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public

transport use, supporting / accelerating housing development and allowing a greater emphasis on the requirement to carry out equalities analysis as required by the Public Sector Equalities Duty. The specific approach will be determined on a programme-by-programme basis as funding and investment streams come forward.

## Scheme Summaries

<p><b>Wakefield City Centre Package Phase 2: Ings Road</b></p> <p>Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is the second phase of improvements to the Wakefield Inner Ring Road. The primary aims are to reduce congestion during peak hours and improve safety and amenities. It will also address the lack of cycling infrastructure and pedestrian facilities. This will be achieved by a series of interventions along the Ings Road corridor, extending from Charlesworth Way to Chantry Bridge, a dual carriageway that forms the southern part of the Inner Ring Road (IRR) in Wakefield, also known as the “Emerald Ring”.</p> <p>The scheme is funded by the West Yorkshire-plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will address congestion resulting in reduced journey times and delays during the peak periods and encourage the use of active modes of transport whilst improving safety for pedestrians and cyclists.</p> <p>The scheme’s immediate area of impact is one with high levels of deprivation and low income, suggesting that more deprived / vulnerable social groups will primarily benefit from enhanced safety, improved air quality, better connectivity and accessibility to opportunities to be brought about by the scheme. Therefore, the scheme supports social inclusion and equality.</p> <p>The scheme’s value for money assessment reflects a benefit cost ratio (BCR) of 12.21:1 which represents ‘Very High’ value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Recommendation to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £4.530 million</p> <p>Total value of Combined Authority funding - £4.530 million</p> <p>Funding approval sought - £0.610 million.</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p><b>Real-Time Information System</b></p> <p>Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The Real-Time information system is a fundamental part of the public transport offer and is linked to many systems and projects across the region. It is the largest real-time system in the UK outside of Greater London with over 2,500 displays and provides up to date information for both future and current bus journeys.</p> <p>This scheme aims to appoint a new supplier to replace the existing system and carry out improvements for improved efficiency. The new supplier will be in place and the selected system will be in use when the current contract expires at the end of March 2022. Once the new supplier is in place and the system is operational, a second phase of system improvements will begin and will be completed by January 2023.</p> <p>The scheme is funded by the Local Transport Plan – Integrated Transport Block (ITB).</p> <p><b><u>Impact</u></b></p> <p>This scheme is expected to contribute towards carbon reduction by enabling modal shift to sustainable public transport due to an increased trust in bus services. The real-time system also provides traffic light priority to allow buses to progress through junctions without stopping thereby reducing standstill time.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery), subject to the conditions set by PAT.</p> <p>Total value of the scheme - £2.376 million.</p> <p>Total value of Combined Authority funding - £1.404 million.</p> <p>Funding recommendation sought - £1.404 million.</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><b>Scheme</b></p> <p>Beech Hill Phase 2 Location</p>	<p><b><u>Scheme description</u></b></p> <p>Phase 2 will address fuel poverty, energy efficiency and climate change aspirations in the Leeds City Region. This will be achieved by a programme of energy efficiency improvements, including but not limited to, roof replacement, solid wall insulation and gas boilers on 70 mixed tenure properties. The scheme is an addition to a larger Beech Hill Estate Regeneration Project (Phase 1) that was funded through the Growth Deal.</p> <p>This scheme is funded by the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>This scheme will concentrate on delivering a reduction in carbon dioxide equivalent emissions (CO<sub>2</sub>) by 3,705 tonnes via housing energy efficiency improvements (new roofs, wall cladding, windows) to 70 mixed tenure residential properties. This will reduce fuel poverty, increase energy efficiency and contribute to meeting the region carbon commitments. These properties are adjacent to the Phase 1 site and improvements to these properties will also enhance the investment in Phase 1 and future investment in the area.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5, full business case with finalised costs, and work commences on activity 6, delivery for Phase 2.</p> <p>Total value of the scheme - £2.299 million</p> <p>Total value of Combined Authority funding - £1.200 million</p> <p>Funding recommendation sought - £1.200 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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**A61 North Corridor:  
Scott Hall Road**

Leeds

**Scheme description**

The A61 North Scott Hall Road scheme will deliver a new outbound bus lane, a fully segregated bi-directional cycle lane, and upgrade traffic signal equipment.

Development costs only for the scheme will be funded by the West Yorkshire-plus Transport Fund (WY+TF) through the Corridor Improvement Programme phase 2 (CIP2).

No construction funding has been allocated from the CIP2 budget for the delivery of the scheme. Instead, CIP2 will develop the A61N Scott Hall Road into a shovel ready scheme, as it seeks to identify construction funding through alternative sources.

**Impact**

The scheme is anticipated to encourage modal shift to public transport through improved bus journey times and journey reliability along the corridor. The scheme is also expected to encourage an uptake in cycling with delivery of a fully segregated and therefore safe cycle lane.

The scheme supports principles of Inclusive Growth by enhancing public transport access to retail, employment and housing, benefitting those without a car or from deprived communities. The scheme also improves cycling provision, encouraging a healthy and active lifestyle for short commuter or leisure trips. Encouraging modal shift to public transport or cycling will also improve the air quality and the urban environment for residents within the proximity of the A61 corridor.

The value for money assessment submitted to the Department for Transport (DfT) Local Pinch Point (LPP) bid reflected a benefit cost ratio of 1.48:1, judging the scheme as Low value for money when considered against the DfT's value for money criteria. Appraisal of the value for money assessment is to be refined at full business case stage.

**Decision sought**

Approval to the change request for the inclusion of A61 North Scott Hall Road into the Corridor Improvement Programme Phase 2 (CIP2), to revise the programme dates as outlined in this report and £0.849 million development costs from the West Yorkshire plus Investment Fund of which £0.458 million to reimburse the LPTIP programme and £0.391 million to progress the scheme to full business case (activity 4).

Total value of the scheme - £9 million

Total value of Combined Authority funding - £0.849 million

Funding recommendation sought - £0.849 million

A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.

## **5 Information**

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

### **Projects in stage 1: Assessment and Sequencing**

- 5.2 There are no schemes requiring consideration at this assurance stage.

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

<b>Project Title</b>	<b>Wakefield City Centre Phase 2: Ings Road</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

### **Background**

- 5.3 This scheme will be funded from the West Yorkshire-plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the WY+TF are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 5.4 Wakefield city centre has been identified as a Spatial Priority Area by the Strategic Economic Plan (SEP), as it constitutes a key employment location within Leeds City Region with significant housing development planned in the area.
- 5.5 The scheme comprises the next phase of improvements to the Inner Ring Road (IRR), following on from the major improvements to Kirkgate implemented in 2018, as part of Wakefield City Centre Package 1. Ings Road is the southern part of the Inner Ring Road in Wakefield City, also known as the “Emerald Ring”, that forms part of the West Yorkshire Key Route Network and has been designated of strategic importance. Ings Road is heavily trafficked with traffic flows exceeding 23,000 vehicles daily. It plays a key role in carrying traffic around the centre of Wakefield linking Wakefield city centre to the Leeds City Region and beyond via the A61, A638 and A1. Ings Road has a number of large retail developments, including Sainsbury’s superstore, a petrol filling station, other trade and business units and an apartment block. There are vacant plots, and a need to improve the vitality of the corridor to standards set on the rest of the ring road. Over the last 10 years, a substantial length of the Inner Ring Road around Wakefield city has undergone improvement to “Emerald Ring” standards including Mulberry Way and North

Wakefield Gateway (in 2012), Marsh Way (in 2013) and Kirkgate (in 2017). Based on the city centre design guidance, the Emerald Ring should be pedestrian and cycle friendly, incorporating "Green Street" principles and providing high quality paving, planting and street furniture.

- 5.6 The need for intervention is evidenced by the existing peak hour congestion, a lack of cycling infrastructure and inadequate pedestrian facilities. Currently there is unbalanced traffic congestion, particularly during the afternoon peak periods, for traffic travelling eastbound on Ings Road. There are accessibility issues for vehicles travelling in the eastbound direction along Ings Road towards Thornes Lane, and illegal traffic manoeuvres at the entrance/exit to Halfords car park. The existing facilities for cyclists and pedestrians are particularly poor and do not meet the standards offered on the rest of the Emerald Ring. The hazards of the existing road for cyclists and pedestrians are revealed by accident data collected in the scheme area over the course of the last five years. Despite the walking and cycling accounting for 3% of total traffic within the study area, these active mode users appear to be disproportionately represented in the number of accidents reported, being involved in 22% of collisions.
- 5.7 Future development plans, including committed development sites within Wakefield city centre and the allocated housing provision "unlocked" by the implementation of the Wakefield Eastern Relief Road, combined with population growth and background traffic growth forecasts are expected to generate increased travel demand. This will put additional pressure upon the existing transport network. Therefore, without the proposed intervention, significant delays and travel time increases are anticipated along the corridor, leading to an increase in congestion with adverse impacts on emissions, air quality and noise.
- 5.8 The proposed scheme involves the implementation of the following interventions along Ings Rd corridor between Charlesworth Way and Chantry Bridge:
- **Ings Road / Quebec Street/ Charlesworth Way Junction;** existing traffic signal layout to be retained with potential conversion of pedestrian crossings to toucan crossings and upgrade of push button units in traffic lights.
  - **Ings Road / Denby Dale Road Roundabout;** improved roundabout with two additional signal-controlled pedestrian crossings to be introduced on the western and northern arms of the roundabout to address safety issues.
  - **Ings Road dual carriageway section;** northern footway (200 metres length) to be widened to 3 metres to accommodate both pedestrians and cyclists (shared footway/ cycleway) and street trees to be planted along the verge of the northern side of Ings Road.
  - **Ings Road / Kirkgate / Thornes Lane Junction;** a short one-way section to be introduced under the Ings Road railway bridge to provide

two lanes for eastbound traffic and a new signal-controlled pedestrian crossing to be incorporated into the junction with Thornes Lane. Vehicular access to Halfords to be improved by enabling traffic to turn right from New Ings Rd and an additional flared left turn lane to be provided from New Ings Road to Kirkgate. As a result of the removal of the westbound section under the bridge, westbound traffic travelling from the south-east of the city (northbound on the A61) will have to reroute and access the Ings Road corridor through a left turn from Kirkgate (A61) onto New Ings Rd.

- 5.9 A new pedestrian crossing is also proposed as part of the scheme at the junction of Bridge Street (A61) with Doncaster Road (A638) to the south of Ings Road.
- 5.10 Alongside the highway junction upgrades and the provision of new pedestrian and cycling facilities, the scheme also involves the implementation of green street principles and public area improvements through tree planting along the northern side of Ings Road, enhanced street lighting and improved paving quality to meet the standards of the rest of the Inner Ring Road (IRR). These interventions will improve connectivity as well as enhance the journey experience and street ambience particularly for pedestrians and cyclists using the corridor. Further details on improvements to the public space proposed as part of the scheme to be provided at Full Business Case stage.
- 5.11 The scheme falls within the Wakefield Air Quality Management Area (AQMA) which includes plans for the installation of two air quality monitors at locations that are to be confirmed during detailed design stage. This will enable the establishment of baseline air quality levels and the future monitoring of nitrogen dioxide and particulate matter emission levels within its area of impact.
- 5.12 Through the above-mentioned interventions, the scheme aims to reduce travel times, to enhance safety and accessibility for all road users and promote walking and cycling as alternatives to car travel for short distance trips. The scheme's immediate area of impact, surrounding Ings Road Gyratory, is one with high levels of deprivation with the majority of households in the area falling into the lowest 20% of income. Consequently, the groups that are going to benefit from the largest proportion of scheme benefits related to enhanced safety, improved air quality, better connectivity and accessibility to employment and educational opportunities are the most vulnerable social groups.
- 5.13 The scheme primarily supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP) by addressing connectivity challenges along this strategic corridor, bringing places and jobs closer together. It also contributes to SEP Priority Area 3 (Clean Energy & Environmental Resilience) by improving air quality and reducing emissions through alleviating congestion, encouraging walking and cycling for short distance trips and delivering green infrastructure enhancements. By reducing journey times and delays along Ings Road, the scheme will provide time savings to businesses and commuters. It

is, therefore, expected to enhance access to jobs and expand the labour market catchment of Wakefield supporting SEP Priority Area 1 (Growing Businesses) and Area 2 (Skilled People, Better Jobs).

- 5.14 A summary of the scheme's business case, as provided by Wakefield City Council, is included in Appendix 2.

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

- 5.15 The scheme will deliver clean growth, improve air quality and reduce levels of carbon emissions. This will be achieved by reducing journey times and alleviating congestion through the reconfiguration of key junctions along the Ings Road corridor and by encouraging modal shift from car to walking and cycling for short distance trips, through providing enhanced active mode (cycling and pedestrian) infrastructure and facilities, making travelling on foot or cycle more appealing alternatives to the private car.

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

- 5.16 The scheme outputs and benefits include:
- To enhance active mode (cycling & walking) provision by introducing 4 new pedestrian crossings and widening the existing footpaths to provide a shared footway/cycleway of a length of 200 metres and a width of 3 metres aligned with LTN 1/20 guidance.
  - To improve road safety and reduce the number of collisions by 10% by 2027 through provision of pedestrian crossings and a shared use cycle track.
  - To reduce peak hour journey times along Ings Road by 10% through removing the westbound carriageway and introducing two lanes of eastbound traffic under the railroad bridge at Junction 4 - Ings Road / Kirkgate / Thornes Lane.
  - To facilitate new employment and housing developments within the catchment of the Ings Road Corridor by improving the transport network.
  - To improve the quality of public space in the scheme area to the standards of the rest of the Inner Ring Road (IRR) by applying green street principles supporting the wider area's regeneration.
  - To provide a more attractive gateway to Wakefield city centre by improving the user's travel experience and trip ambience through street tree planting and the resurfacing of highways and footpaths.
  - To promote social equality and inclusion by improving safety for vulnerable road users as well as enhancing connectivity and accessibility to employment opportunities via cycling and walking for a local population of high deprivation and low income.

### **Risks**

#### 5.17 The scheme risks include:

- Supplier issues due to the COVID-19 pandemic. To be mitigated by actively monitoring emerging legislation, estimating the impact of any future restrictions to the scheme's design and construction and adjusting procedures accordingly.
- Objections to Traffic Regulation Orders (TROs) raised by the public during the statutory TRO consultation process. Partially mitigated by undertaking early engagement with key stakeholders and public consultation that informed the preferred option selection and reduced the risk for future objections.
- Utility management/providers' works and diversions could potentially increase costs. Partially mitigated by ensuring early to obtain statistical work plans and adjust designs as necessary. Further investigations to be undertaken during the Full Business Case stage. It is noted, however, that the proposed widening of footways is not anticipated to adversely affect the utility management/provider's.
- General Construction risks related to unforeseen circumstances could result in programme delays. To be mitigated through procurement approach and contractor selection process in place and regular meetings with the appointed delivery partner prior to the commencement of construction activities.
- Additional costs may occur due to night-time working requirements. Mitigation plans involve ensuring all known restrictions are noted in contract documentation and effectively managing traffic disruptions during construction period.

#### **Costs**

#### 5.18 The scheme costs are:

- The estimated cost at outline business case is £4.530 million. The entire cost to be covered by the Combined Authority's West Yorkshire-plus Transport Fund (WY+TF).
- To date, the scheme has secured approval of development costs of £0.270 million from WY+TF funds. Subject to approval of the outline business case, Wakefield City Council requests £0.610 million to be approved by the Combined Authority to cover additional development costs that will enable the scheme to progress to the next stage of the assurance process (full business case). This amount of money, along with any previous approvals secured, form part of the total scheme cost of £4.530 million and do not suggest a cost increase.
- The funding ask matches the scheme's cost allocation as per the WY+TF review undertaken in May 2020. Therefore, the project is considered affordable at a programme level.

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

<b>Assurance pathway</b>	<b>Approval route</b>	<b>Forecast approval date</b>
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/05/2022
ATP (approval to proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	05/09/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/01/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/01/2025

### **Other Key Timescales**

5.19 Construction Contractor Tender Award Date: June 2022

Construction Commencement Date: 31<sup>st</sup> October 2022

Practical Completion Date: 31<sup>st</sup> October 2023

### **Assurance Tolerances**

<b>Assurance tolerances</b>
<b>This scheme has approval to proceed within the following assurance tolerances.</b>
That Combined Authority costs remain within +10% of those outlined in this report. That delivery timeframes remain within 3 months of those outlined in this report.

### **Project Responsibilities**

<b>Senior Responsible Officer</b>	Neville Ford, Wakefield City Council
<b>Project Manager</b>	Paul Stevenson, Wakefield City Council
<b>Combined Authority case officer</b>	Marina Triampela

### **Appraisal Summary**

- 5.20 The scheme comprises the implementation of highway junction upgrades, the provision of cycling infrastructure and enhanced pedestrian facilities combined with public realm improvements along Ings Road in Wakefield. It aims to address the prevalent congestion, safety, active mode provision and connectivity issues that the corridor faces. In the longer-term the aim is to support and facilitate increased travel demand and respond to the future transport challenges due to the significant housing and employment growth anticipated within the corridor's catchment area over the future years.
- 5.21 The Outline Business Case establishes the case for change based on an assessment of the current situation and the socio-economic, transport and safety issues identified in the intervention area. The strategic drivers for investment and the scheme's contribution to the four priority areas of the Strategic Economic Plan (SEP) are clearly outlined. Further details on specific scheme elements focusing particularly on active travel (cycling & walking facilities), public realm improvements and implementation of green street principles to be provided as part of the Full Business Case. Public consultation and engagement with key stakeholders and local businesses has been undertaken and informed the preferred scheme option. Plans for further, ongoing engagement with the cycle forum, disability groups, bus operators, affected businesses and other interested parties beyond OBC are in place. Consultation and engagement process, key outcomes and feedback received and their role in shaping the scheme's final design and implementation to be fully reported at Full Business Case.
- 5.22 The modelling undertaken and the methodology implemented to capture the scheme's benefits is proportionate to the scheme's scope and scale. Journey time savings for highway trips longer than 2kms account for the majority of scheme benefits with safety improvements related to reduction in accident rates to follow. Analysis of social and distributional impacts, as well as air quality scoping and appraisal have also been conducted and demonstrate that the scheme is expected to particularly benefit the most deprived social groups, enhance air quality and reduce carbon emissions in its locality. Referring to benefits generated for pedestrians and cyclists from the improved cycling and pedestrian facilities, enhanced street ambience and public realm improvements, these have not been quantitatively captured yet and will be modelled at Full Business Case. Implications of rerouting on traffic flows along the A61(NB) to be further discussed and qualitatively assessed (in the absence of a strategic model for Wakefield) at the next stage of the assurance pathway. It should be noted that, even accounting for future uncertainties and a potential overestimation of the calculated benefits, the scheme is still considered to represent good Value for Money.

## **Recommendations**

- 5.23 The Investment Committee approves that:
- (i) The Wakefield City Centre Phase 2; Ings Road scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).

- (ii) An indicative approval to the Combined Authority's contribution of £4.530 million (which will be funded from the West Yorkshire-plus Transport Fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case 4). The total scheme value is £4.530 million.
- (iii) Additional development costs of £0.610 million are approved to progress the scheme up to decision point 4 (full business case), taking the total scheme approval from the West Yorkshire-plus Transport Fund to £0.880 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield City Council for expenditure of up to £0.880 million from the West Yorkshire-plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Real Time information System</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

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

## Background

- 5.24 The Real Time passenger information system has been in operation across Yorkshire since the early 2000's. It is the largest real-time system in the UK outside of Greater London with over 2,500 displays and provides up to date information for both future and current bus journeys.
- 5.25 The Real-Time information system is a fundamental part of the public transport offer and is linked to many systems and projects across the region. The current supplier's contract is due to expire at the end of March 2022.
- 5.26 The existing system relies on multiple feeds and file transmissions that require significant manual monitoring and intervention to maintain data quality. This scheme is aiming to improve and modernise the system for efficient management to ensure all elements are under one supplier's control and provide accurate and up to date information to the real-time displays across the city region. Having information that is readily accessible is key in encouraging bus use which is particularly important following the impacts of COVID-19 on travel behaviour.
- 5.27 This scheme aims to appoint a new supplier to replace the existing system and carry out improvements for improved efficiency. The new supplier will be in place and the selected system will be in use when the current contract expires at the end of March 2022. Once the new supplier is in place and the system is operational, a second phase of system improvements will begin and will be completed by January 2023.
- 5.28 The scheme will be funded from the Local Transport Plan - Integrated Transport Block. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.

5.29 A summary of the scheme’s business case is included in **Appendix 3**.

**Clean Growth / Climate Change Implications**

5.30 This scheme is expected to contribute towards carbon reduction by enabling modal shift to sustainable public transport due to an increased trust in bus services. The real-time system also provides traffic light priority to allow buses to progress through junctions without stopping thereby reducing standstill time.

**Outputs, Benefits and Inclusive Growth Implications**

- 5.31 The scheme outputs and benefits include:
- A more modern and responsive real-time system that reduces the amount of manual checking and provides accurate and up to date information to the real time displays across the Yorkshire region.
  - Increased public trust in the local transport network by providing accurate information on departures and disruptions.

**Risks**

- 5.32 The scheme risks include:
- Failure to appoint a suitable supplier for the system. This will be mitigated by tailoring the procurement to match the current market offering across multiple suppliers. Pre-market engagement has taken place with suppliers to look at options and the tender was published in February 2021.
  - The appointed supplier fails in delivery of the system. This has been mitigated by pre-market engagement with suppliers. The current system will be supported by the existing supplier.

**Costs**

- 5.33 This scheme has an estimated total cost of £2.376 million, of which £1.404 million will be funded by the Combined Authority through Local Transport Plan (LTP) funding. Final costs will be confirmed upon submission of the next activity in the assurance process.
- 5.34 Match funding for this scheme of £0.126 million from City of York Council is confirmed. Further match funding (approx. £0.846 million) from South Yorkshire Passenger Transport Executive (SYPTTE) has been agreed, but the exact amount will be confirmed once procurement costs are known.

**Assurance Pathway and Approval Route**

Assurance pathway	Approval route	Forecast approval date
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4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/05/2020
ATP (approval to proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/05/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023

### Other Key Timescales

- 5.35 Delivery of Phase 1 (new supplier) is expected to be completed by January 2022.
- 5.36 Completion of the full scheme including system improvements is expected to be completed by January 2023.

### Assurance Tolerances

<p><b>Assurance tolerances</b></p> <p><b>The scheme has approval to proceed within the following assurance tolerances.</b></p>
<p>That Combined Authority costs remain within 10% of those outlined in this report.</p> <p>That delivery timeframes remain within 3 months of those outlined in this report.</p> <p>That the outputs remain within 20% of those outlined in this report.</p>

### Project Responsibilities

<b>Senior Responsible Officer</b>	Andrew Bradley, Combined Authority
<b>Project Manager</b>	Graham Davies, Combined Authority
<b>Combined Authority case officer</b>	Heather Briggs

### Appraisal Summary

- 5.37 The business case sets out the importance of this scheme with live timetable feeds being used over 3.7 million times per month pre-COVID. The real-time system has a critical role in publishing public transport information and there is a clear demand for this system to continue.
- 5.38 There are some concerns regarding the success of procurement given the complexities of the system. The project team are working closely with the

Combined Authority's procurement team to mitigate this risk and ensure successful procurement of a new supplier.

### **Recommendations**

- 5.39 The Investment Committee recommends to the Combined Authority that, subject to the conditions set by PAT:
- (i) The Real Time information System scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
  - (ii) Approval to the Combined Authority's contribution of £1.404 million (which will be funded from the Local Transport Plan (Integrated Transport Block) is given. The total scheme value is £2.376 million.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### Conditions

- 5.40 The following conditions have been set by PAT to gain Approval to Proceed to Delivery:
- (i) The total scheme cost is within those set out in the FBC approval.
  - (ii) Confirmation that Local Transport Plan (LTP) is available.
  - (iii) Confirmation of match funding from South Yorkshire Passenger Transport Executive (SYPTTE).
  - (iv) Confirmation that a project board has been set up and met and that a Project Manager has been appointed.
  - (v) Confirmation of maintenance / revenue costs and how these will be funded.

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

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

## Background

- 5.41 This scheme will be funded by the Government's Getting Building Fund (GBF). This is a £52.6 million fund, covering West Yorkshire. The objectives of the Getting Building Fund are to help create jobs and generate new activity, by accelerating existing Government funded capital projects and exceptional, additional shovel-ready capital projects. These strategic building projects will support West Yorkshire's Covid-19 economic recovery plan.
- 5.42 Beech Hill, situated in HX1 area of Halifax within the Metropolitan Borough of Calderdale and currently benefits from 35 million pounds of Public Private sector investment which has already been committed for delivery of the regeneration of the area (phase 1), consists of the removal of a tower block and construction of some 100 dwellings.
- 5.43 The Getting Building Fund Programme, including this scheme, received Combined Authority approval at decision point 2 (strategic outline case) on 4 September 2020. This scheme follows on from phase 1 works which are in delivery and will complement the work already undertaken. Phase 2 Beech Hill will concentrate on delivering housing energy efficiency improvements (new roofs, cladding, windows) to 70 mixed tenure residential properties adjacent to the Phase 1 site. Investment in these properties will enhance the investment in Phase 1 and future investment in the area.
- 5.44 This scheme was originally submitted before the Leeds City Region Strategic Economic Framework (SEF) was published; as such the scheme referenced the Strategic Economic Plan (SEP). The scheme will contribute to what was SEP Priority Area 1 – Growing Businesses, Priority Area 2 – Skilled People, Better Jobs and Priority Area 3 – Clean Energy & Environmental Resilience. This translates into the following SEF priorities: Enabling inclusive growth; boosting productivity and tackling the climate emergency.

- 5.45 A summary of Beech Hill Phase 2 scheme's business case and location map is included in **Appendix 4**.

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

- 5.46 This scheme will contribute to the Combined Authority's commitment to becoming carbon net zero by 2038 through energy efficiency improvements and a reduction in Carbon equivalent emissions by 3,705 tonnes; which will not only reduce the need for resource use and therefore reduced carbon emissions but also help alleviate fuel poverty.

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

- 5.47 The outputs, benefits and inclusive growth implications are:
- 70 external dwellings enveloped with energy efficiency retrofits (roof, walls and glazing), leading to a reduction in carbon emissions by over 3,705 tonnes over the guaranteed lifetime of the energy efficiency measures. These measures will reduce the heating demand within the properties alleviating fuel poverty where it arises with an estimated 60% reduction within the 70 scheme dwellings. Further to this, reducing cold homes has proven to have substantial health benefits to residents.
  - 34.5 FTE construction jobs will be safeguarded within the local economy
  - New boundary fencing will improve the look and security of the area leading to a better sense of place and community cohesion.
- 5.48 A benefit cost ratio (BCR) has not been presented; however, it is difficult to identify all benefits to schemes that improve housing. This is because households each have unique and unidentifiable factors including household makeup, health conditions, financial situations and school attainment. Similar schemes via case studies have been referenced and evaluated at significant cost and show a BCR is within the range of 0.42-4.0:1. It is expected this scheme will deliver within this range or better. However, to fully calculate this would require personal data from the residents pre and post intervention and so will not be appropriate.

### **Risks**

- 5.49 The key scheme risks for Beech Hill Phase 2 include:
- One or more owners decline to participate in the scheme reducing the impact of the scheme and failing to achieve the funding outcomes. The proposed mitigation for this stakeholder risk is for the project team to use engagement officer's negotiation skills to encourage buy-in and use of 'show home' block,
  - Delays to the start of construction risks the overall programme completion not meeting GBF funding deadlines. Mitigated by early site surveys to ensure construction start date is not delayed. Systems put in place to manage and monitor progress and site surveys undertaken.

- Full Planning Permission approval delayed. Mitigated by early engagement with senior planners at the Authority and a phased approach to planning submissions.

### Costs

5.50 The scheme costs are:

- The total scheme cost is currently forecast at £2.299 million. Calderdale Council is seeking a grant of £1.200 million from the Combined Authority's Getting Building Fund to bridge the gap in funding. With secured match funding of £0.400 million from Calderdale Council, Together Housing £0.509 million and unsecured match funding of £0.190 million from private landlords is expected to be raised.
- The Combined Authority will need to enter into a funding agreement – with Calderdale Council for £1.200 million.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
ATP (approval to proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/05/2020
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/11/2022
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/03/2023

### Other Key Timescales

5.51 Other key timescales are:

- Feb 2021: Site Surveys
- June 2021: contractor mobilisation
- May/July 2021: full planning permission
- March 2022: 50% of properties completed
- October 2022: complete on site

### Assurance Tolerances

**Assurance tolerances****The scheme has approval to proceed within the following assurance tolerances.**

That Combined Authority costs remain with 10% of those outlined within this report.

That the timeframes remain within 2 months of those outlined within this report.

That the outputs (70 properties receiving energy efficiency retrofits) remain within 10% of those outlined within this report.

**Project Responsibilities**

<b>Senior Responsible Officer</b>	Heidi Wilson, Strategic Housing Delivery Manager, Calderdale Council
<b>Project Manager</b>	Richard Armitage, Sustainable Housing and Environment Manager, Calderdale Council
<b>Combined Authority case officer</b>	Neil Johnson

**Appraisal Summary**

- 5.52 This phase 2 scheme has a strong strategic fit with national, local and regional policies and the needs for investment has been supplied. The scheme will address fuel poverty and climate change through carbon reduction housing energy efficiency upgrades.
- 5.53 The scheme gives a range of proxy BCRs, demonstrated through case studies; these similar schemes have been evaluated at significant cost and demonstrate a BCR is within the range of 0.42-4.0:1 is achievable. It is expected this scheme will deliver within this range or better, but this would require personal data from the residents pre and post intervention to quantify.

**Recommendations**

- 5.54 The Investment Committee approves that:
- (i) The GBF Beech Hill Phase 2 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
  - (ii) Approval to the Combined Authority's contribution of £1.200 million is given from the Getting Building Fund.
  - (iii) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £1.200 million from the Getting Building Fund.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>A61 North Scott Hall Road</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	Change request (activity 4)

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

## Background

- 5.55 The A61 North corridor extends northbound from Leeds City Centre and is a key radial route, linking the city centre to locations including Harrogate and Harewood.
- 5.56 The primary objective of the A61 North scheme is to increase bus use and improve bus journey times, supporting the principles of Clean Growth and Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP).
- 5.57 The A61 North Scott Hall Road scheme will deliver 400m of new outbound bus lane, 1,300m of fully segregated bi-directional cycle lane, upgrade traffic signal equipment, and revise the existing residents parking arrangements.
- 5.58 The A61 North corridor scheme originally formed part of the Bus Priority Corridor package of the Leeds Public Transport Investment Programme (LPTIP). However, as LPTIP schemes progressed through the Combined Authority's assurance process, the programme identified a cumulative increase in costs to that initially budgeted, impacting its affordability. This led to the LPTIP programme undertaking a prioritisation exercise of which one of the outcomes has been to split the A61 North corridor into three separate schemes:
- A61 North Harrogate Road (eastern arm). To remain within the LPTIP programme.
  - A61 North King Lane. To remain within the LPTIP programme.
  - A61 North Scott Hall Road (western arm). To be considered for development through the Corridor Improvement Programme phase 2 (CIP2)

- 5.59 The CIP is a £125 million programme funded by the West Yorkshire-plus Transport Fund (WY+TF). It will deliver a series of low and medium cost highway interventions to strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth by reducing congestion and facilitating employment and housing growth. The CIP programme is to be delivered in two phases, with CIP1 allocated £77 million and CIP2 allocated £47.35 million (plus £0.65 million feasibility costs).
- 5.60 The A61 North Scott Hall Road scheme was submitted for consideration by the CIP programme in May 2020 following a call for projects to the districts. The programme undertook a feasibility exercise to develop a programme of transport corridor schemes considered affordable, deliverable, and could represent optimal value for money in the realisation of economic and social benefits. A refresh of the CIP programme objectives was also undertaken placing priority on achieving economic growth through adopting principles of Clean Growth and Inclusive Growth. The A61 North Scott Hall Road scheme scored well and was approved for inclusion into the CIP2 programme by the CIP Programme Board.
- 5.61 Therefore, this change request is to formally transfer this scheme from the Leeds Public Transport Investment Programme (LPTIP) into the CIP2 programme - the move into the CIP programme was included in the 2020/21 WY+TF Review, which was approved at Investment Committee on 7 January 2021.
- 5.62 The scheme as part of the LPTIP was approved at outline business case (decision point 3). This change request seeks approval of £0.849 million development costs from the WY+TF, of which £0.458 million will reimburse the LPTIP programme for costs up to outline business case (decision point 3) and £0.391 million required to progress the scheme to full business case (decision point 4). The change request also revises the practical completion date to September 2022 (decision point 5). The funding to support development costs is affordable to the CIP2 programme.
- 5.63 The CIP2 programme has only allocated development costs up to full business case (decision point 4) to the A61 North Scott Hall Road scheme. Progression to Delivery (activity 5) is dependent on the scheme securing a favourable outcome to the Local Pinch Point (LPP) funding bid made to DfT (now merged with the Levelling Up Fund). If successful this will fully fund scheme costs (including the reimbursement of WY+TF costs). The promoter awaits further details on the Levelling Up Fund criteria, expected imminently. Should the scheme be unsuccessful, it will remain shelf ready for progression once alternative funding is identified.

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

- 5.64 The scheme will deliver a new outbound bus lane and a bi-directional, fully segregated cycle lane, encouraging modal shift to a more sustainable mode of travel.

5.65 Following completion of the Detailed Design stage at full business case, the scheme will present findings from its carbon assessment as well as qualitative narrative on green infrastructure provision incorporated into the scheme design.

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

5.66 The scheme outputs and benefits include:

- Delivery of 400m of outbound bus lane to improve bus journey times travelling through this corridor, encouraging bus use. This will be in addition to the 370m of existing guided bus way on the route.
- Delivery of 1,300m of 3m wide bi-directional fully segregated cycle lane, improving active travel infrastructure to encourage increase in cyclists.
- Upgrades to traffic signal equipment.
- Revision to the existing residential parking arrangements.
- The scheme supports principles of Inclusive Growth by enhancing public transport access to retail, employment, and housing, benefitting those without a car or from deprived communities. The scheme also improves cycling provision, encouraging a healthy and active lifestyle for short commuter or leisure trips. Encouraging modal shift to public transport or cycling will also improve the air quality and the urban environment for residents within proximity of the A61 corridor.

5.67 The value for money assessment has a benefit cost ratio of 1.48:1, judging the scheme as low value for money when considered against the Department for Transport's value for money criteria. Appraisal of the value for money assessment is to be refined at full business case stage.

### **Risks**

5.68 The scheme risks include:

- The primary risk is affordability given the scheme has no funding attached beyond full business case. The scheme submitted a bid to DfT's Local Pinch Point (LPP) fund (now merged with the Levelling Up fund), and now awaits the outcome of the bid criteria.
- Public objection to the new road layouts and resultant impact on local road network, causing delay and additional costs to the scheme. To be mitigated through early consultation with feedback to be considered as part of developing Detailed Design.

### **Costs**

5.69 The scheme costs presented through the Change Request are:

- The total scheme cost estimate is £9 million, of which £0.849 million to be funded by the WY+TF through the CIP2 programme to support

business case development costs to full business case (decision point 4), with funding beyond this, including Delivery (activity 5), dependent on the scheme securing funding from the DfT Levelling Up Fund.

- The scheme seeks approval of £0.849 million from the WY+TF, of which £0.458 million to reimburse the LPTIP programme for costs up to outline business case (decision point 3) and £0.391 million to progress the scheme to full business case (decision point 4).
- The Combined Authority to enter into a funding agreement with Leeds City Council for expenditure up to £0.849 million from the WY+TF.
- For clarity, the CIP2 programme has only allocated development costs up to full business case (decision point 4) to the A61 North Scott Hall Road scheme. Progression to Delivery (activity 5) is dependent on the scheme securing a favourable outcome to the Local Pinch Point (LPP) funding bid made to DfT (now merged with the Levelling Up Fund).
- For awareness, the change request also sets out the revised cost of the A61 North corridor package as £23.755 million against the initial LPTIP allocation and outline business case approval (decision point 3) of £16.1 million.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	25/04/2019
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/07/2021
ATP (approval to proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/09/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/03/2022

### Other Key Timescales

5.70 Other key timescales are:

- Summer 2021 – DfT announcement to the Levelling Up fund criteria
- September 2021 - Contractor appointment

- January 2022 – Construction commences
- September 2022 – Practical Completion

### Assurance Tolerances

<p><b>Assurance tolerances</b></p> <p><b>The scheme has approval to proceed within the following assurance tolerances.</b></p>
<p>That should the cost increase but remain within 10%, further member approval by the Investment Committee is not required.</p> <p>That the timeframes remain within 6 months of those outlined within this report.</p>

### Project Responsibilities

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

### Appraisal Summary

- 5.71 The A61 North Scott Hall Road proposal supports delivery of economic growth through principles of Clean Growth and promoting sustainable travel, reflected with the scheme scoring well in the CIP2 programme prioritisation exercise to secure CIP Programme Board approval for its inclusion into the CIP2 programme.
- 5.72 It also recognised that the scheme presents minimal deliverability or financial (affordability) risk to the Combined Authority or the CIP2 programme, with progression and funding beyond full business case, including construction costs, to be sought from the DfT Levelling Up fund.
- 5.73 On this basis, approval of development costs from the WY+TF to progress the scheme to full business case can be supported, at which stage the scheme will be expected to complete Detailed Design, set out the preferred procurement route, and refine the value for money assessment appraisal. It has been recommended that the scheme agrees the Appraisal Specification Report (ASR) in advance of the scheme coming forward at full business case.

### Recommendations

- 5.74 The Investment Committee approves:
- (i) The change request for the inclusion of A61 North Scott Hall Road into the Corridor Improvement Programme Phase 2 (CIP2), to revise the programme dates as outlined in this report and £0.849 million development costs from the West Yorkshire plus Investment Fund of which £0.458 million to reimburse the LPTIP programme and £0.391

million to progress the scheme to full business case (activity 4) is approved.

- (ii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £0.849 million from the West Yorkshire-plus Transport Fund.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

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

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

### **6 Equality and Diversity Implications**

6.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

### **7 Financial implications**

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

### **8 Legal implications**

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

### **9 Staffing implications**

9.1 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.

### **10 External consultees**

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

### **11 Recommendations**

#### **Wakefield City Centre Phase 2: Ings Road**

11.1 The Investment Committee approves that:

- (i) The Wakefield City Centre Phase 2; Ings Road scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £4.530 million (which will be funded from the West Yorkshire-plus Transport Fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case 4). The total scheme value is £4.530 million.
- (iii) Additional development costs of £0.610 million are approved to progress the scheme up to decision point 4 (full business case), taking the total scheme approval from the West Yorkshire-plus Transport Fund to £0.880 million.

- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield City Council for expenditure of up to £0.880 million from the West Yorkshire-plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Real-Time Information System**

11.2 The Investment Committee recommends to the Combined Authority that, subject to the conditions set by PAT:

- (i) The Real Time information System scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £1.404 million (which will be funded from the Local Transport Plan (Integrated Transport Block) is given. The total scheme value is £2.376 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### Conditions

11.3 The following conditions have been set by PAT to gain Approval to Proceed to Delivery:

- (i) The total scheme cost is within those set out in the FBC approval.
- (ii) Confirmation that Local Transport Plan (LTP) is available.
- (iii) Confirmation of match funding from South Yorkshire Passenger Transport Executive (SYLTE).
- (iv) Confirmation that a project board has been set up and met and that a Project Manager has been appointed.
- (v) Confirmation of maintenance / revenue costs and how these will be funded.

### **Beech Hill Phase 2**

11.4 The Investment Committee approves that:

- (i) The GBF Beech Hill Phase 2 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).

- (ii) Approval to the Combined Authority's contribution of £1.200 million is given from the Getting Building Fund.
- (iii) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £1.200 million from the Getting Building Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **A61 North Scott Hall Road**

11.5 The Investment Committee approves that:

- (i) The change request for the inclusion of A61 North Scott Hall Road into the Corridor Improvement Programme Phase 2 (CIP2), to revise the programme dates as outlined in this report and £0.849 million development costs from the West Yorkshire plus Investment Fund of which £0.458 million to reimburse the LPTIP programme and £0.391 million to progress the scheme to full business case (activity 4) is approved.
- (ii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £0.849 million from the West Yorkshire-plus Transport Fund.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **12 Background documents**

12.1 None as part of this report.

## **13 Appendices**

13.1 Appendix 1 - Background to Assurance Framework.

13.2 Appendix 2 – Wakefield City Centre Phase 2, Ings Road – Business Case Summary.

13.3 Appendix 3 – Real Time Information System – Business Case Summary

13.4 Appendix 4 – Beech Hill Phase 2 – Business Case Summary