

Report to: Transport Committee

Date: 14 May 2021

Subject: **Summary of Transport Schemes**

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

1 Purpose of this report

1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee and Combined Authority meeting approvals from the following:

- 04 March 2021 – Investment Committee
- 07 April 2021 – Investment Committee

2 Information

The following projects were presented at the Investment Committee meeting on 04 March 2021 - Capital Spend and Project Approvals

2.1 The full agenda and papers for the Investment Committee meeting on 04 March 2021 can be found on the Combined Authority [website](#).

Brighouse A6025 Reconstruction

- 2.2 The scheme involves reinstating the A6025 Park Road following a landslip in February 2020 which led to its full closure throughout last year and stopped east-west traffic movements between Elland and Brighouse. The scheme's objective is to reopen Park Road to traffic, unlocking 0.5km of highway and re-connecting the key West Yorkshire growth areas of Elland and Brighouse.
- 2.3 The scheme will be funded from the Getting Building Fund.
- 2.4 The scheme gained approval to proceed through decision point 4 (Full business case) and work commence on activity 5 (Full business case plus finalised costs) at the Investment Committee meeting on 04 March 2021.

Corridor Improvement Programme: Fink Hill, Leeds

- 2.5 The scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout by enabling two lane traffic in each direction, plus new and improved walking and cycling infrastructure to enhance active travel provision.
- 2.6 The scheme will be funded from the West Yorkshire plus Transport Fund.
- 2.7 The scheme gained approval to proceed through decision point 4 (Full business case) and work commences on activity 5 (Full business case with finalised costs) at the Investment Committee meeting on 04 March 2021.

York Central Access and York Station Frontage

- 2.8 York Central is a major mixed-use regeneration scheme located on one of the largest city centre brownfield sites in the country. The Combined Authority has worked with City of York Council (CYC) and its partners over several years to develop proposals for the site and wider location, including a new access road to 'unlock' residential and commercial development and improved access to the city's railway station.
- 2.9 The Combined Authority has committed funding of £37.32 million from the West Yorkshire plus Transport Fund (WY+TF) to fund site access infrastructure and improvements to the railway station frontage. The full business case for York Central Access & York Station Frontage (YCA & YSF) was approved by the Investment Committee on 13 March 2019 with conditions.
- 2.10 The Combined Authority has also committed funding of £14.547 million from the Transforming Cities Fund (TCF) for the York Station & City Centre Access, a package of transport improvement interventions in and around the railway station together with improvements to the Askham Bar Park & Ride (P&R) corridor, which connects the railway station and city centre to the south east and the A642.
- 2.11 At the Investment Committee meeting on 04 March 2021 the scheme gained approval to:

- (i) Discharge the conditions on the York Central Access & York Station Frontage full business case approval of 13 March 2019.
- (ii) Rationalise the Combined Authority's West Yorkshire plus Transport Fund and Transforming Cities Fund allocations into three separate projects; York Central, York Station Gateway and Askam Bar Park & Ride Improvements.
- (iii) Proceed through decision point 4 (full business case) and work commence on activity 5 (full business case with finalised costs).

2.12 The Investment Committee also noted that:

- (i) The York Central project will come forward at decision point 5 (full business case plus finalised costs) in two phases seeking funding approval from the West Yorkshire plus Transport Fund.
- (ii) The York Station Gateway project will come forward at decision point 5 (full business case plus finalised costs) seeking funding approval from West Yorkshire plus Transport Fund and the Transforming Cities Fund.
- (iii) That the Askham Bar Park & Ride Improvement project will come forward at decision point 4 (full business case) seeking indicative funding approval from the Transforming Cities Fund.

Temple Green Park and Ride Extension

2.13 The scheme will upgrade the existing bus-based Temple Green Park & Ride site, located to the east of Leeds city centre in the Aire Valley and will extend the existing Park & Ride site through the addition of up to 391 additional car parking spaces. Alongside the increase in parking capacity, the proposed scheme involves the operation of an additional bus service during the peak periods to accommodate demand following the site's expansion. As a result, an enhancement in bus frequency from 10 minutes currently to 8.5 minutes post scheme delivery is anticipated during the peak periods of the day.

2.14 The scheme will be funded from the Getting Building Fund.

2.15 The scheme gained approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery) at the Investment Committee on 04 March 2021

UTMC Element C

2.16 The West Yorkshire Urban Traffic Management Control (UTMC) system programme aims to create a single West Yorkshire Urban Traffic Management Control system covering all 1,600 signals, VMS, On-street CCTV, Fault and Air Quality monitoring. Element C is the integration of the 4 existing UTC teams to one team hosted by Leeds City Council.

2.17 The scheme will be funded from the West Yorkshire plus Transport Fund.

- 2.18 The change request gained approval to alter the scope to deliver a virtual service with a Central Hub.

CityConnect Phase 1 and 2

- 2.19 The CityConnect Programme is the Combined Authority's primary delivery programme promoting and delivering a high quality, strategic, cycle and walking network to encourage more people to cycle and walk, and make cycling the natural choice, especially for short journeys. The CityConnect programme was developed in response to the strong desire for greater participation in cycling across the region.
- 2.20 The scheme committed to a schedule of Monitoring and Evaluation (M&E) activity including periodic user surveys and 5 and 7 year post-completion surveys to demonstrate benefits realisation. Approval of this change request will allow these activities to take place (direct programme M&E activity and indirect programme management of any externally commissioned M&E work) between 2021/22 – 2026/27 now the requirements and scope have been able to be defined post completion.
- 2.21 This change request will be funded from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.
- 2.22 The change request gained approval for the CityConnect Phase 1 and 2 programme to fund £346,127 monitoring and evaluation work and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.

The following project was presented at the Investment Committee meeting on 07 April 2021 - Capital Spend and Project Approvals

- 2.23 The full agenda and papers for the Investment Committee meeting on 07 April 2021 can be found on the Combined Authority [website](#).

Mirfield to Dewsbury to Leeds (M2D2L)

- 2.24 The Mirfield to Dewsbury to Leeds (M2D2L) corridor forms a Key Route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail and housing sites. This £13.150 million prioritised package will constitute the Phase 1 of M2D2L, with any subsequent phases currently unfunded subject to separate business cases if a funding source is identified. The scheme includes improvements to the highway including major and side-road junction upgrades, pedestrian crossings and footways, bus lanes and high-quality stops, cycle tracks, and highway space reallocations.
- 2.25 The scheme is funded from the West Yorkshire plus Transport Fund
- 2.26 The scheme gained approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) at the Combined Authority meeting on 07 April 2021.

3 Tackling the Climate Emergency Implications

- 3.1 There are no climate emergency implications directly arising from this report. Clean growth implications, including climate change, are included in Capital Spending and Project Approvals' reports and are considered at the relevant Investment Committee and / or Combined Authority meeting.

4 Inclusive Growth Implications

- 4.1 There are no inclusive growth implications directly arising from this report. Inclusive growth implications, are included in Capital Spending and Project Approvals' reports and are considered at the relevant Investment Committee and / or Combined Authority meeting.

5 Equality and Diversity Implications

- 5.1 There are no equality and diversity implications directly arising from this report. Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

6 Financial implications

- 6.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee and / or Combined Authority.

7 Legal implications

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

8 Staffing implications

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

9 External consultees

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

10 Recommendations

- 10.1 That the report be noted.

11 Background documents

None.

12 Appendices

None.