

**Report to:** Transport Committee

**Date:** 17 September 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 Combined Authority meeting project approvals from the following:

- 24 June 2021 Combined Authority
- 29 July 2021 Combined Authority

## 2 Information

**The following projects were presented at the Combined Authority meeting on 24 June 2021 - Capital Spend and Project Approvals**

2.1 The full agenda and papers for the Combined Authority meeting on 24 June 2021 can be found on the Combined Authority [website](#).

## **Transforming Cities Fund Programme Review 2021**

- 2.2 The Transforming Cities Fund (TCF) commenced in March 2020. It is a £317 million programme funded by the Department for Transport (DfT). The original TCF bid was around 3 funding scenarios; low, core and high. Funding was allocated by DfT to be used to progress all schemes in the 'low scenario'. The Combined Authority at its meeting on 27th July 2020 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.
- 2.3 A total of 35 schemes are currently in various stages of development. A significant number of these schemes are forecasting construction completion dates after the DfT funding deadline of March 2023. Work is underway with partners to review the scope of these schemes and identify opportunities to accelerate programmes to achieve construction earlier than currently forecast and will be the subject of a further review to be brought back for consideration in January 2022.
- 2.4 Discussions are ongoing with the DfT on the funding deadline through quarterly update meetings. To date there has been no flexibility indicated on carry over of funding beyond the March 2023 date. The Combined Authority will continue dialogue with DfT to make the case for flexibility on delivery timescales.
- 2.5 Alongside the review of indicative project milestones a review of scheme's Indicative Budget Allocations has been undertaken. It is important to note, that this was a high-level overview and in many cases detailed work on project costs and options is still in the early stages. It is expected that a more comprehensive financial review will be completed in January 2022.
- 2.6 Within the overarching £457 million TCF budget there is currently a risk/contingency and inflation amount of £63.440 million. Throughout the lifetime of the programme, it is expected that this will be allocated to individual schemes as required.
- 2.7 As the schemes develop, some schemes have identified requirements for additional development funding to be released from their overall approved indicative funding allocation. The following were approved to enable completion of the next assurance process activity (OBC or FBC):
- Huddersfield Trinity St Access Improvements - £103,773
  - Huddersfield Rail Station Access - £76,679
  - A61 Bus, Cycle and Walking Improvements - £79,990
  - Wakefield City Centre, Bus, Cycle and Walking Improvements - £172,226
  - A639 Bus, Cycle and Walking Improvements -£110,000
  - York Tadcaster Road Corridor Improvement Scheme -£64,355
- 2.8 In addition, a further allocation of £1 million programme development funding was approved to be overseen by the TCF Portfolio Board and approved by

delegation to the Managing Director to provide the agility to respond to risks and opportunities and expedience of activity to achieve milestones.

### **Intra City Fund Capacity Funding**

- 2.9 Intra-city transport (ICT) settlements have been designed to deliver investment in integrated cross-modal transport plans across a city region, with funding devolved to Mayors over a 5 year period to deliver. The Budget 2021 committed £4.2 billion for ICT capital settlements for Mayoral Combined Authorities (MCAs), commencing in 2022/23 plus capacity funding in 2021- 22 to support MCAs to begin preparations.
- 2.10 The Combined Authority received a DfT Grant Determination letter on 28 April 2021 that confirmed £7.4 million grant of capacity funding.
- 2.11 The scheme gained approval to proceed through decision point 1 (Pipeline Identification and Gateway Assessment) and work to commence on activity 2 (Strategic Outline Case) at the Combined Authority meeting on 24 June 2021.

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

- 2.12 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.
- 2.13 The scheme is funded by the Local Transport Plan – Integrated Transport Block (ITB).
- 2.14 The scheme gained Approval to proceed through decision point 4 (full business case) and work to commence on activity 5 (delivery), subject to the conditions set by the Programme Appraisal Team at the Combined Authority meeting on 24 June 2021.

### **Demand Responsive Transport**

- 2.15 The East Leeds Demand Responsive Transport (DRT) scheme is part of the wider Connecting Leeds programme. The scheme involves a trial of a digitally enabled Demand Responsive Transport (DRT) service in two areas of East Leeds. This agile and dynamic public transport service will be accessed via a smart phone app which uses routing algorithms to match vehicles with capacity to users. The public name for the service is East Leeds FlexiBus; further details of its operation are provided elsewhere on this agenda.
- 2.16 The scheme is funded by the Leeds Public Transport Investment Programme (LPTIP), the Local Transport Plan Integrated Transport Block, the Better Deal for Bus Users, the Leeds City Council Supplementary Planning Document contributions, Leeds City Council Section 106 contributions and fare revenue.
- 2.17 The scheme gained Approval to proceed through decision point 4 (full business case) and work to commence on activity 5 (delivery), subject to the

conditions set by the Programme Appraisal Team at the Combined Authority meeting on 24 June 2021.

**The following projects were presented at the Combined Authority meeting on 29 July 2021 - Capital Spend and Project Approvals**

- 2.18 The full agenda and papers for the Combined Authority meeting on 29 July 2021 can be found on the Combined Authority [website](#).

**TCF Network Navigation**

- 2.19 The scheme will make it easier to navigate the core bus network across West Yorkshire by introducing colour coding to key bus routes, including colour coordinated flags, shelters and clearer bus route maps. In addition, the scheme will deliver a programme wide behavioural change package comprising of initiatives to encourage travel on foot, by bikes or buses.
- 2.20 The scheme will be funded from the Transforming Cities Fund and Local Transport Plan.
- 2.21 The scheme gained Approval to proceed through decision point 3 (Outline Business Case) and work to commence on activity 4 (Full Business Case) at the Combined Authority meeting on 29 July 2021.

**CityConnect Phase 3 Canals: Leeds & Liverpool Shipley**

- 2.22 The scheme will deliver 4.46km of high-quality cycling and walking route on the Leeds and Liverpool Canal between Shipley and Apperley Bridge and Silsden to the West Yorkshire boundary. The upgraded towpath will provide a traffic free, flat, and attractive cycling and walking path alternative to the main roads.
- 2.23 The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF) and the Getting Building Fund. Additional funding of £0.424 million is yet to be secured, so the scheme has been split into 2 phases, so approval of Phase 2 is conditional on securing this funding.
- 2.24 The scheme gained approval to proceed through decision point 4 (full business case) and work to commence on activity 5 (Delivery), with Phase 2 being subject to securing additional funding at the Combined Authority meeting on 29 July 2021.

**CityConnect Phase 3 Canals: Huddersfield Narrow Canal Phase 2**

- 2.25 This scheme will deliver a total 4.3km high-quality cycling and walking towpath route on the Huddersfield Narrow Canal between Milnsbridge to Slaithwaite Centre. The towpath improvements will provide a traffic free, flat, and attractive cycling and walking path alternative to the main roads.
- 2.26 The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF) and Active Travel Fund.

- 2.27 The scheme gained approval to proceed through decision point 4 (full business case) and work to commence on activity 5 (Delivery) at the Combined Authority meeting on 29 July 2021.

### **Halifax Bus Station**

- 2.28 This scheme will deliver a redeveloped Halifax bus station at the existing location, located north of Halifax town centre.
- 2.29 The Halifax Bus Station scheme is to be delivered through the 'Halifax Walking, Cycling, and Bus Transformation Package' of the TCF programme.
- 2.30 The scheme is to be funded through the Transforming Cities Fund (TCF) with a contribution from the West Yorkshire plus Transport Fund (WY+TF).
- 2.31 The scheme gained approval to proceed through decision point 5 (full business case with final cost) and work to commence on activity 6 (Delivery) at the Combined Authority meeting on 29 July 2021. Works have now started with a partial closure of the bus station.

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

- 3.1 Clean growth implications, including climate change, are included in Capital Spending and Project Approvals' reports and are considered at the relevant Combined Authority meeting.

## **4 Inclusive Growth Implications**

- 4.1 Inclusive growth implications are included in Capital Spending and Project Approvals' reports and are considered at the relevant Combined Authority meeting.

## **5 Equality and Diversity Implications**

- 5.1 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 the 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 the Combined Authority and the organisation in question.

## **8 Staffing Implications**

- 8.1 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.

## **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.