

**Director:** Melanie Corcoran,  
Director of Delivery  
**Author:** Fiona Limb



---

**Report to:** Transport Committee  
**Date:** 17 November 2017  
**Subject:** CityConnect (CCAG) Programme Update

---

## **1 Purpose**

- 1.1 To provide the committee with an update on progress with delivery of the two phases of the CityConnect Programme, including the ongoing financial risk, and note the recommended approach for the release of Cycle City Ambition Grant (CCAG) funding to deliver schemes currently on the reserve list.
- 1.2 To seek approval to spend the £86k awarded to WYCA from the Department for Transport to support the development of a comprehensive Local Cycling and Walking Infrastructure Plan (LCWIP) for West Yorkshire, as per the Government's recommended approach set out in the national Cycling and Walking Investment Strategy (CWIS).

## **2 Information**

- 2.1 The CCAG funded CityConnect programme aims to deliver a package of high quality cycling and walking infrastructure supported by communications and engagement activity and a monitoring and engagement programme to get more people cycling and walking across the City Region.
- 2.2 Cycling and walking have an important role to play in delivering both economic and health benefits across the region and this is reflected in the Strategic Economic Plan and Transport Strategy, which has targets to increase cycling and walking by 300% by 2027. The programme is a key element of delivering the Tour de France legacy strategy and will contribute to inclusive growth through providing opportunities for low cost accessible travel and increased productivity by improving the health of the population.
- 2.3 The programme is being delivered in two phases through two rounds of CCAG funding. The first phase of the programme delivered 23km of cycle superhighway from Bradford to Leeds and from Leeds City Centre to Seacroft, a corridor of 20mph zones surrounding the route, cycle parking in Leeds City Centre and towpath resurfacing between Kirkstall in Leeds and Shipley in Bradford.
- 2.4 Surveys have recently been undertaken along the cycle superhighway and towpath and early indications from the ongoing analysis show growth in cycling on the new and improved routes. For example, usage on the Bradford section of the cycle

superhighway is 43% higher than in 2014. In addition, along the Leeds-Liverpool Canal Towpath usage is consistently higher than before the improvements, with the annual average monthly usage to the end of August 2017 being 72% above that recorded in 2013/14.

- 2.5 Although Phase 1 is largely complete there are some enhancement works required following the conclusion of the road safety audit and other audits of the cycle superhighway. There is ongoing risk, associated with the finalisation of the account between Leeds City Council and the primary contractor of the original works. A level of contingency is currently being held by the programme to deal with these matters should further costs be realised, but will need to be committed by March 2018 alongside the rest of the programme.
- 2.6 The programme is supported by a package of engagement and encouragement activities which are being delivered across the region to increase uptake of cycling and walking. Since the start of the CityConnect programme, the project has delivered over 16,000 engagements through work with schools, businesses and communities. Over the past six months this activity has been focussed on enabling access to work and training through the cycling and walking to work funded activities which include; the Bike Friendly Business scheme that offers businesses grant to improve facilities for cycling, cycle training and support for those without access to a bike through the CityConnect Cycles programme, a Walk Friendly Work places initiative along with a community grants scheme to support locally targeted delivery.
- 2.7 As reported to the committee at its meeting on 7 July 2017 it has been necessary to re-scope the programme and include some Phase 2 projects on a reserve list pending further information on costs, deliverability and value for money.
- 2.8 A number of Phase 2 projects have already been approved for delivery and these are progressing as set out in the table below:

Table 1: Approved Phase 2 Projects Update

Leeds City Centre Project (a high quality segregated link across the city centre, linking to the Leeds to Bradford Superhighway (CS1) and Leeds to Seacroft Superhighway (CS2)), which will also improve the walking environment and public realm across the City.	The contractor has been appointed and construction will commence on site in early November 2017 and is forecast to complete in Autumn 2018
Bradford Canal Road Cycleway (2.3km segregated cycle route along the Canal Road/Valley Road corridor)	The contractor has been appointed and construction will commence on site in early November 2017 and is forecast to complete in late Summer 2018
Wakefield – Castleford Greenway Phase 1 (Methley Bridge to Fairies Hill Lock)	Construction started on site in late August 2017 and is due to complete in January 2018.

Airedale Greenway (Leeds – Liverpool Canal Towpath Riddlesden to Silsden)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Huddersfield Narrow Canal (Huddersfield to Milnsbridge)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Rochdale Canal Phase 1 (Sowerby Bridge to Hebden Bridge)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Calder Hebble Canal (Sowerby Bridge to Hollas Lane)	Canal and Rivers Trust have reviewed the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.

2.9 £3.839m remains uncommitted within the programme and is available to progress reserve list schemes to delivery. Further work has been completed to review the current status of the remaining schemes that are on the reserve list. It is now proposed that funding is released to deliver some of these as the conditions of the DfT Grant is that the funding is committed for delivery by March 2018.

2.10 The independent review of the Phase 2 schemes, supported through work by external consultants, mirrored that of previous reviews and looked at value for money, deliverability, quality, strategic impact as well as opportunities for delivery through alternative funding streams. A summary of this review is provided below:

Table 2: Summary of Reserve List Schemes Review

Scheme	Cost	Review
York Scarborough Bridge	£1.74m	The scheme has a high quality and ambitious design and the value for money is good. The project will provide a much needed link across the river to the rail station and the proposed York Central site. The project has recently been awarded additional funding from York and North Yorkshire LEP, which combined with CCAG and other committed funds from York CC would make the project affordable and deliverable.
Rochdale Canal Phase 2	£1.53m	The current designs for the scheme are below expected quality, but there is opportunity to enhance through further work to improve accessibility. In isolation the value for money is poor compared to other Canals schemes, however, as a full corridor scheme the Calderdale Canals project offers good value for money. There are opportunities being explored to seek alternative funding to progress this scheme.

Wakefield – Castleford (Phase 2 and Bridge)	£1.15m	The project will develop a high quality route in terms of widths and surfacing, linking existing infrastructure between Castleford and Wakefield, with a new bridge providing access over the Hallam Rail Line. The project is ready to deliver with procurement ready to complete upon approval. This element of the project provides good value for money.
Wakefield – Castleford Phase 3	£0.70m	This element of the scheme continues the high quality route into Leeds District and will complete the project, enhancing the benefits and value for money of previous phases. The project has been designed and costed and a planning application is being prepared ready for delivery.
Huddersfield Town Centre	£1.26m	The current design ambition of the schemes could be enhanced which would improve the value for money of the project. This project has been on hold for approximately a year due to local sensitivities in the town and it is unlikely it would be in a position to progress to delivery by March 2018.

- 2.11 Following this review the Full Business Case been updated and a preferred package of schemes for delivery has been developed using the information available, these are the schemes that present good value for money, have firm costs and present low risk to delivery.
- 2.12 It is therefore intended that the following schemes are brought forward through Decision Point 5 of the Assurance Framework for delivery through funding agreements with each of the delivery partners:
- York Scarborough Bridge
  - Wakefield – Castleford Phase 2 & Bridge
  - Wakefield – Castleford Phase 3
- 2.13 This package is affordable within the £3.839m funding available and will allow for a small amount (c£260k) of additional contingency to remain within the programme. This could be used for delivery of smaller scale schemes or in support of bids through alternative funding streams that are being progressed for delivery of the remaining projects. In addition, each of the approved projects has an allocated risk amount which may not be required and could be utilised for future scheme delivery. The financial position will be continuously monitored and opportunities to maximise the commitment of grant optimised.
- 2.14 As part of future planning for cycling and walking infrastructure delivery, WYCA submitted an Expression of Interest (EoI) to the Department for Transport (DfT) to secure 80 days of technical consultancy support to help develop Local Cycling and Walking Infrastructure Plans (LCWIP) for West Yorkshire. It is proposed to develop LCWIPs for each District area in West Yorkshire that function as standalone Plans, that will be brought together to allow the creation of a single West Yorkshire LCWIP for use at a strategic level. These Plans will identify cycling and walking networks within each West Yorkshire district, and develop prioritised programmes of schemes to deliver the identified networks.

- 2.15 DfT has advised that WYCA's EoI was successful and have offered £86k in revenue grant funding. The granting of funding rather than allotted time of procured consultancy support is intended to provide more flexibility for WYCA to use the funding in conjunction with existing resource and other funding sources.
- 2.16 Governance and delivery mechanisms to oversee development of LCWIPs within each District are now being put in place to agree an approach to project delivery at a District level and at a West Yorkshire programme level, and to commence work on delivery.
- 2.17 Approval is now sought from Transport Committee for the revenue grant expenditure of £86k for the development of Local Cycling and Walking Infrastructure Plans.

### **3 Financial Implications**

- 3.1 The delivery of the projects identified in Paragraph 2.10 will be funded through the CCAG Programme Budget of £30.279m as approved by WYCA at its meeting on the 25 June 2015.
- 3.2 The delivery of Local Cycling and Walking Infrastructure Plans, as identified in paragraphs 2.14 – 2.16 will be funded through revenue grant funding of £86k, granted to WYCA under section 31 of the Local Government Act 2003.

### **4 Legal Implications**

- 4.1 The projects that are recommended to move forward to delivery as detailed in paragraph 2.10 will be subject to funding agreements between WYCA and the delivery partners.

### **5 Staffing Implications**

- 5.1 There are no staffing implications from this report.

### **6 External Consultees**

- 6.1 There are no external consultees to this report.

### **7 Recommendations**

- 7.1 That the Transport Committee notes the approach to managing the CCAG budget and ongoing risk and that the projects identified below will proceed to delivery:

- York Scarborough Bridge
- Wakefield – Castleford Phase 2 and Bridge
- Wakefield – Castleford Phase 3

7.2 That the Transport Committee notes that the remaining projects within the 'reserve list' will not be taken forward to delivery through CCAG funding at this time, and alternative means of funding these will be sought.

7.3 That the Transport Committee approves expenditure of £86k for the development of Local Cycling and Walking Infrastructure Plans funded through DfT revenue grant funding.

## **8 Background Documents**

8.1 None