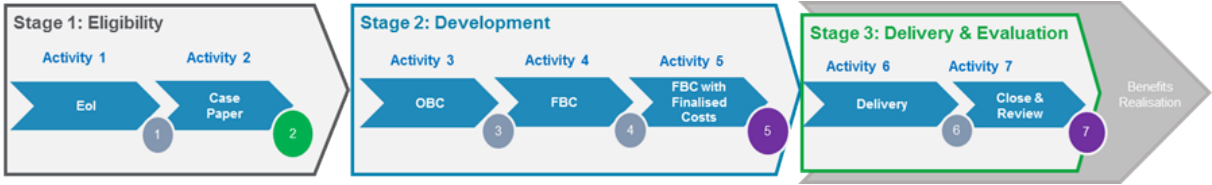


Detailed information on transport related schemes considered by the West Yorkshire and York Investment Committee on 5 June 2018 ('Capital spending and project approvals' and 'Further capital spend proposals following the 'Call for Projects').



Projects in Stage 1: Eligibility

Leeds Integrated Station Masterplan (decision point 2 - case paper)

Background

The Leeds Integrated Station Masterplan (LISM) is a key deliverable of the Leeds Growth Strategy and the West Yorkshire Transport Strategy which are closely aligned with the Strategic Economic Plan. It is part of the wider Leeds Public Transport Investment Programme (LPTIP). LISM is focused on transforming Leeds Rail Station into a world class gateway for the City Region which integrates High Speed rail (HS), Northern Powerhouse Rail (NPR) and core rail services, including the TransPennine route upgrade. It will also act as a catalyst for growth accelerating economic development within the Leeds City Region, in particular the regeneration of the adjacent South Bank Leeds area which at 300,000 sq.m of commercial development is one of Europe’s largest regeneration schemes. The masterplan project also aims to cater for future rail demand and the doubling of rail passengers using the station through early development and feasibility work.

Following a public consultation in late 2017, this next piece of work on LISM is focused on developing a strategic outline business case and overall concept design prior to the parliamentary submission (HS2b Hybrid Bill 2019). It will also provide clarity on the scope, nature and context of the individual projects required to incorporate the existing rail station, HS2, NPR and the City’s South Bank regeneration. Completion of this work will enable the development of an overarching LISM programme which will establish a package of short, medium and long term schemes for Leeds Station, as well as roles and responsibilities to deliver LISM.

This element of work will draw down funding from the Leeds Public Transport Investment Programme to cover early development and feasibility work and some quick win interventions which are identified in the overarching LISM programme

The overarching LISM masterplan will effectively serve as a roadmap in ultimately delivering the new integrated station. The masterplan provides a strong foundation in which to develop robust business cases for the individual scheme components to justify government funding and attract private investment. The component projects will be delivered by the respective partner organisations who are members of the Leeds Station Joint Working Group. The cost to deliver all elements of the LISM is

anticipated to be in the region of £500 million. The funding for the delivery of the new station is not included in this proposal.

Outputs, benefits and inclusive growth implications

The Leeds Integrated Station Masterplan will contribute towards the objectives of the Leeds Growth Strategy, the West Yorkshire Transport Strategy and will directly support the Strategic Economic Plan Priority 4 through providing infrastructure for growth that enhances places, transforms connectivity, maximises Gross Value Added, minimises carbon impacts and enables all businesses, people and places to have access to opportunities.

It is expected that the wider overall station masterplan project, which the work to be approved enables, will deliver:

- A combined Leeds Rail Station which will cater for the capacity and growth of the existing rail services, the requirements of the future connectivity improvements in the region and proposed Northern Powerhouse Rail and HS2 Services (excluding track infrastructure);
- A world class gateway to the Leeds City Region and into Leeds with enhancements to the public and urban spaces including a revitalised waterfront, improved Dark Arches and a new inner linear park (Arbour) providing additional retail, commercial and hospitality space; and
- Creation of a catalyst to the regeneration of the South Bank area of Leeds.
- This scheme is anticipated to support inclusive growth through increasing access to employment and productivity growth through boosting connectivity between rail services and other forms of transport as part of the creation of a world class gateway hub for the Leeds City Region.

The wider scheme is expected to deliver over 5,000 jobs directly and in part a further 40,000 jobs indirectly across the city of Leeds and the wider City Region. Initial indications demonstrate that the scheme is expected to deliver high value for money and a strong benefits to cost ratio.

Risks

The main risks facing the scheme and mitigating actions are as follows:

- Funding availability for the delivery of all the components of the Leeds Integrated Station Masterplan. This will be considered as part of the further business case development and preparation of a supporting Funding and Financial Strategy for the wider scheme programme;
- Funding coming forward from multiple agencies at a time when it is needed, thus needing a coordinated approach. This again will be considered as part of the further business case development and preparation of a supporting funding and financial strategy for the wider scheme programme;
- The 30-year vision for the Leeds Integrated Station Masterplan not being maintained, particularly in relation to HS2 route and progress changes and

delivery happening concurrently. This will be managed through the wider programme governance; and

- Multiple authorities and delivery partners involved in the delivery of the various Leeds Integrated Station Masterplan programme components, each with their own views, aspirations and understanding of the assurance processes. This will be managed through the wider programme governance.

Costs

The total cost to deliver this element of the masterplan project is £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and Network Rail is anticipated to provide a further £1 million match funding support to cover their internal costs for scheme development.

Development costs of up to £1 million are requested in order to progress the scheme to decision point 3 (outline business case).

Timescales

The project is entering into stage 2: development in the assurance pathway and it is expected that the outline business case will be completed by October 2019, followed by the completion of the full business case with finalised cost by July 2020.

- Construction will commence July 2020 for the short term / quick win elements of the Leeds Integrated Station Masterplan which are to be funded out of the Leeds Public Transport Investment Programme;
- Construction to complete March 2021 for the short term / quick win elements of the Leeds Integrated Station Masterplan which are to be funded out of the Leeds Public Transport Investment Programme; and
- Construction of the remaining short, medium and long elements of the Leeds Integrated Station Masterplan have yet to be determined but are anticipated to continue up to 2040s in line with strategic rail initiative programmes such as High Speed 2.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision Point 3 (outline business case)	Recommendation - Programme Appraisal Team Approval - the Combined Authority's Managing Director delegated decision
Decision Point 5 (full business case with finalised cost)	Recommendation - Programme Appraisal Team Approval - the Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the total project costs remains within 10% of the costs identified within this report; and
That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Rebecca Cheung, Combined Authority
Combined Authority case officer	Adam Kendall Ward

Appraisal summary

Leeds Integrated Station Masterplan has a strong alignment to the Strategic Economic Plan and Transport Strategy, and demonstrates a clear ability to deliver against the objectives of increasing access to employment, unlocking development, accelerating the regeneration of South Bank Leeds, and contributing towards economic growth within the City Region. The project will help to create a world class gateway into the Leeds City Region, boost connectivity through providing seamless integration of rail services with multiple modes of transport, and create an enhanced public environment both within and outside of the station building.

Latest rail patronage growth forecasts from the rail industry provide a strong evidence base for the demand for the project, to increase capacity and accessibility of Leeds Station, capitalise on opportunities offered by major rail initiatives such as HS2, and boost connectivity between rail services and other modes of transport.

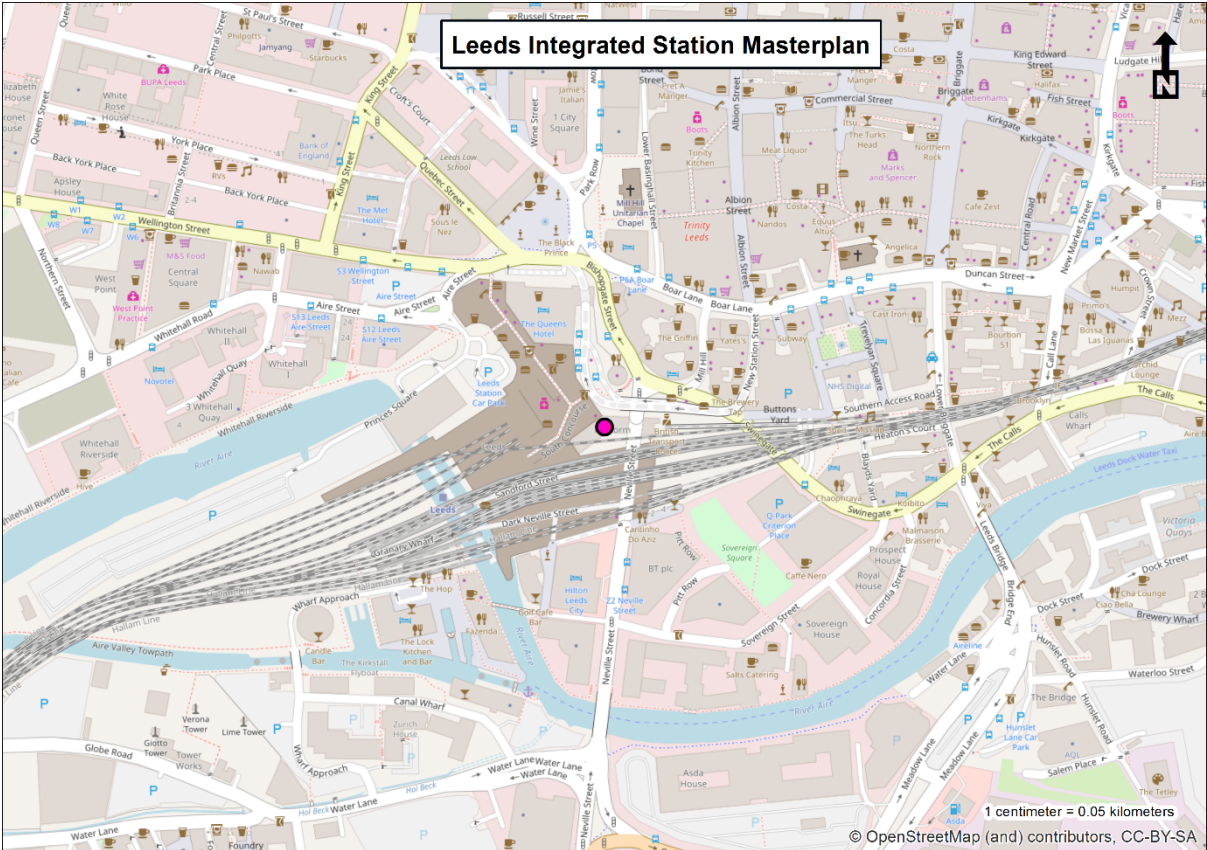
Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Leeds Integrated Station Masterplan project proceeds through decision point 2 and work commences on activity 3 (outline business case);
- (ii) An indicative approval to the total project value of £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and £1 million match funding from Network Rail, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs);
- (iii) Development costs of up to £1 million are approved in order to progress the scheme to decision point 3 (outline business case);
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 3 and 5 through

a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Location



Projects in Stage 2: Development

Real Time Bus Information (decision point 3 - outline business case)

Background

The Real Time project is a scheme that has been developed as part of the Leeds Public Transport Investment Programme (LPTIP) which has been approved by Department for Transport (DfT). 'Real time' is the name given to the display boards at bus stops which show the real time of the next bus. There are currently 520 real time displays within bus shelters in the Leeds area, most of which are located in the city centre. Research has shown them to be popular with public transport users.

This scheme will deliver an additional 1,000 real time display units at bus stops across the Leeds area. Overall this will promote the local bus network in Leeds and improve the offer for existing customers as well as growing the market by attracting new customers. Along with other measures in LPTIP this scheme will contribute to the overarching aim of doubling bus patronage within Leeds in the next 10 years.

The project will also allow the development of branding and infrastructure on key corridors which will improve the customer experience and complement the investment being made by operators in service frequency and improved bus fleets on these key routes.

The project is being managed by the Combined Authority with approved suppliers who have good experience of delivering and installing real time units. Initial designs for the units have been developed and costed.

Outputs, benefits and inclusive growth implications

The project will contribute to the overall objectives of the LPTIP programme which aims to:

- Move on the trajectory towards doubling bus patronage from 2016 levels in 10 years;
- Significantly improve air quality and reduce carbon emissions, particularly in the city centre;
- Support economic growth and job creation by creating almost 2,000 new jobs which will generate a Gross Value Added of over £200 million p.a.;
- Reduce road congestion;
- The benefit to cost ratio for this scheme has been assessed at 2.6:1 due to the cost savings of those customers who will be able to use the new system.
- This scheme supports inclusive growth through increasing access to employment and productivity growth through providing access to sustainable transport.

Risks

The key risks for the scheme, together with mitigating actions, are:

- Capacity for production of screens delays delivery - mitigated by an initial order having been placed for 490 units to commence delivery and achieve value for money by procuring within real-time evolution project framework.
- Higher than expected costs to supply power - mitigated by a reserve list of stops which have been identified if costs to install power to bus stops is excessive at particular locations.
- Lack of resident demand for real time screens in proximity to homes – consultation to be carried out; reserve list identified to mitigate this risk.

Costs

The total cost to deliver the project is £7.2 million to be funded through the LPTIP.

Development costs of £1.74 million is requested for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).

Timescales

The project is advanced and it is expected that the full business case with finalised costs will be completed by August 2018.

- Construction will commence September 2018
- Construction to complete March 2021

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision Point 5 (full business case with finalised costs)	Recommendation - Programme Appraisal Team Approval - the Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the total project cost remains within 10% of the costs identified within this report.
That the project delivery timescale remains within four months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Michael Ramsey, Combined Authority
Combined Authority case officer	Ben Manuja

Appraisal summary

The project has a clear fit within the LPTIP programme and will be one of the key drivers to kick start the LPTIP and start to achieve the benefits.

There is evidenced demand for the project, to increase customer satisfaction with existing bus users and the highly visible nature of the units is anticipated to drive demand from non-bus users.

The Combined Authority has good knowledge and experience of delivering this type of scheme and has well trusted suppliers, so is confident in delivering the project competently within budget and timescale.

Recommendations

That Investment Committee recommends to the Combined Authority that

- (i) The Real Time project proceeds through decision point 3 (outline business case) and work start on activity 5 (full business case with finalised costs).
- (ii) Approval to the total indicative project value of £7.2 million from the LPTIP is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval for development costs of £1.74 million for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Ultra Low Emissions Vehicles (ULEV) (decision point 4 - full business case)

Background

The Secretary of State for Transport has awarded West Yorkshire Combined Authority a capital grant on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals, for the low uptake scenario. The Combined Authority is named as delivery lead, and financial accountable body for the Office for Low Emissions (OLEV) grant funding.

The OLEV grant is for 88 taxi rapid charge point sites (with a local variation adding a second bay to each site for use by the general public), as follows:

The £1.98 million OLEV grant is limited to 75% per site, and capped at £22,500 per site. Discussions can be held with OLEV on a site-by-site basis, if costs are greater.

An approved allocation of £1.2 million Local Transport Plan (LTP) capital funding has been made as match funding

This scheme has now progressed directly from decision point 2 to this full business case (activity 4). It is necessary to review the detailed procurement strategy, and the tolerances at this stage.

In January 2018, the Combined Authority's Investment Committee recommended that the Combined Authority's Managing Director approve total development costs of £180,000 to complete the procurement of a rapid charge point supplier.

Outputs, benefits and inclusive growth implications

Implementation of 88 taxi/public ULEV charge points to deliver:

- 18% reduction in Nitrogen Oxide
- 5.1% increase in ULEV taxi uptake by 2020
- Improved local air quality
- Cheaper whole life costs for ULEV taxis, compared to petrol/diesel versions

The project is not aligned with Growth Deal funding but does support delivery of the Strategic Economic Plan, Transport Strategy and the West Yorkshire Low Emissions Strategy.

This scheme represents good value for money at this stage which will be explored further during the next phase of activity.

Risks

The key risks, and mitigating actions, are:

- The procurement strategy will seek a capital contribution from the supplier to maximize the number of electric vehicle charging points (EVCPs) that can be delivered. The cost of delivering each EVCP will vary depending on local conditions. The combination of OLEV Grant and LTP funding may not be

sufficient to deliver 88 EVCPs, and this risk will remain until the procurement of a supplier is complete.

- Significant Combined Authority and partner council staff time is required to develop and deliver this project. The partner councils have confirmed this project is a priority, and the appropriate resources have been made available.
- The procurement strategy for a single supplier is complex, with many different parties involved. Specialist legal advice has been procured to assist with developing the procurement strategy.

Costs

The cost to the Combined Authority to deliver the project is £3.18 million (£1.98 million OLEV grant and £1.20 million LTP), with an additional private sector contribution (market dependant) that would be required to deliver all 88 charge points.

The OLEV scheme first was reviewed by Investment Committee in June 2017 where an initial £25,000 was approved. In January 2018 the Investment Committee approved £155,000 for further development works. Additional development funding of £200,000 is required now to carry out the following advance site preparation tasks which will minimise risk for the first 27 charge point sites across West Yorkshire, to allow a quick start on site when the charge point supplier is appointed:

- Traffic Regulation Orders / Parking Orders
- Quotations for electricity connection costs
- Site Agreement (leases etc)
- Planning permission (if required)

It should be noted these do not increase the total cost of the project to the Combined Authority.

Timescales

It is expected that the full business case with finalised costs will be completed by September 2018.

- Appoint a Charge Point supplier 30 September 2018
- Schemes accepted for delivery at Contract Award (Category A & B Sites) 30 September 2018
- Schemes accepted for delivery as Category C Sites 31 March 2019
- Completion of Capital Works 31 March 2020
- End of minimum operational period 31 March 2023

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5	Recommendation - Programme Appraisal Team Approval - Combined Authority Managing Director

Tolerances

Project tolerances
That the total project cost remains within the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.
That the number of sites should remain within 30% of the proposed delivery of 88 charge points.

Project responsibilities

Senior Responsible Officer	Huw Oeppen, Combined Authority
Project Manager	Mark Auger, Combined Authority
Combined Authority case officer	Chris Dunderdale

Appraisal summary

The project is well defined, particularly around the strategic drivers for the project and the intended procurement strategy. The commercial case shows a well-defined strategy for procuring a framework that will deliver the project successfully. It gives good detail of how the project will be managed between Office of Low Emission Vehicles, the Electric Vehicle Charge Point supplier, Partner Councils and the Combined Authority. The economic case should be considered supportive of the strategic case, as the funding has been granted and is measured against strategic objectives set out by OLEV. Details in the financial and management cases will be firmed up at full business case with costs when more detail is known from the appointed charge point supplier.

Recommendations

That Investment Committee recommends to the Combined Authority that

- (i) The ULEV Taxi Scheme project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £3.18 million which will be funded through £1.2 million from the LTP fund and £1.98 million from the OLEV grant is given with full approval to spend being granted once the

scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) Approval to the additional £200,000 development costs to allow advance site preparation tasks to commence, taking the total development costs for the project to £380,000.
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Leeds Station Gateway - New Station Street Improvements (change request)

Background

The aim of this Transport Fund scheme is to significantly improve the environment for pedestrians on New Station Street and around the entrance to the main concourse of Leeds Station.

Current plans involve rationalising the bus stops on New Station Street and a doubling of the area of footway available for pedestrian circulation. This will involve widening the footway along most of the distance from the concourse doors down to City Square and also to the east past City House. The complete length of New Station Street will be repaved, that is from the junction with Wellington Street/Bishopgate Street to the junction with Boar Lane.

Four bus stops will remain along the road and the taxi collection point is unchanged as is access for bicycles.

The road is unadopted and owned by Network Rail (NR). The scheme has been developed with Network Rail and Leeds City Council, both of whom are very supportive of the project.

The scheme was first approved by the Combined Authority in July 2016.

Delivery of the scheme is now scheduled for completion in June 2019, instead of December 2018.

Description of change request

This change request is to extend the scheme's completion date by six months, from December 2018 to June 2019.

Outputs, benefits and inclusive growth implications

It is expected that the project will:

- Help the station to achieve its long term aim of being a major transport exchange; functional business; civic gateway; shop window for rail and for Leeds City Region, and major economic artery
- Improve pedestrian flows between the city centre and the station leading to a reduced walking journey time in peak hours
- Improve pedestrian visibility and links to and from the station to other key destinations in the city
- Improve the general quality of the station environment and make it a more welcoming and accessible area to wait for buses and taxis, with the aim of creating an open environment for pedestrians such that guard railing can be minimised.

Risks

The key risks, and mitigating action, for this project are:

- The timescales slip further and the lifespan of the scheme is compromised leading to the benefits from the scheme being reduced, resulting in a poor value for money position. This project is intended to be a short to medium term upgrade to the station frontage which will be in place until the new integrated station can be delivered. Therefore there is only a limited window of opportunity for the delivery of this scheme before the LISM work commences. Further slippage to the scheme will be mitigated by maintaining the close working relationship with Network Rail, and regularly reviewing the programme.

Costs

The total cost of the Transport Fund scheme is forecast to be £1.591 million. £125,000 development costs was approved when the scheme passed through decision point 3 in 2016. No further funding is requested at this stage.

Timescales

The anticipated timescales of the project:

- Revised full approval at decision point 5 is forecast, October 2018
- Revised forecasted completion date (decision point 6), June 2019

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5 (full business case with finalised costs)	Recommendation - Programme Appraisal Team Approval - Combined Authority Managing Director

Tolerances

Project tolerances
That the total project costs remain within 10% of the costs identified within this report.
That the project delivery timescale remains within 3 months.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Steve Butcher, Combined Authority
Combined Authority case officer	Rachel Jones

Appraisal summary

The change to delivery timescales for this scheme could have an impact on the economic case, and this will be tested when the scheme comes forward at decision point 5.

Recommendations

That Investment Committee recommends to the Combined Authority's Managing Director that:

- (i) The change request to Leeds Station Gateway – New Station Street Improvements, to extend the completion date from December 2018 to June 2019 is approved.
- (ii) The scheme progresses through to full business case with costs and that subject to the scheme remaining within the tolerances for cost and time, approval be given by the Managing Director at decision point 5.
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Harrogate Road - New Line - Junction Improvement (change request)

Background

The project will rebuild the Harrogate Road / New Line Junction to create a new junction to reduce congestion, increase safety provision for cyclists and pedestrians and support delivery of significant new housing developments together with longer term development opportunities.

The A658 Harrogate Road / A657 New Line Junction is situated on the corridor between Bradford and Leeds Bradford International Airport (LBIA). The crossroads are a significant congestion pinch point with delays on all four legs having a detrimental impact on journey times between Bradford and LBIA, and also between Shipley / Airedale and Leeds. It will also facilitate housing development in the immediate area, and improve safety and reduce severance for pedestrians and cyclists.

Description of change request

The constrained urban setting of the scheme has resulted in many complex challenges to consider in working to find a deliverable engineering solution. In addition the physical constraints will require third party interests and property to be acquired.

Engineering redesigns have taken place to reduce the impact where possible but the scale of interests required (over 50) and the need to manage and develop a project that is deliverable, additional development costs have been incurred to bring the project forward.

As a result of the CPO (Compulsory Purchase Order) process and the number of objections received (six outstanding objections as of 14 May 2018), the expected programme to achieve full business case has been extended by approximately 9 months. This has resulted in additional legal costs and additional engineering input.

The expected full scheme cost is expected to be in the order of £8.7 million. However, it should be noted that there is a significant amount of risk and uncertainty included within this.

To ensure the project can be delivered, Bradford Council have committed to securing required interests through a CPO process. A Public Inquiry is due to be heard by Planning Inspector from the 6 – 9 November 2018. Legal and staff time associated with this process are considerable and have further added to the need for additional development costs and increase in total project costs.

Outputs, benefits and inclusive growth implications

The scheme will deliver:

- Reduced congestion on all approaches through the junction.

- Increased safety provision for cyclists and pedestrians through provision of dedicated pedestrian crossing facilities on all arms of the junction along with cycle lanes and advanced stop lines on all approaches.
- Improved air quality for local residents.
- Supports the delivery of significant new housing developments in the short term as well as opening up long term development opportunities in the area through releasing transport constraints.
- Improve access to Leeds Bradford Airport and the new rail station at Apperley Bridge with its interchange capabilities encouraging modal shift.

Risks

The risks and mitigating actions associated with this project are:

- Issues raised at public inquiry which may slow the process down or create further issues for the project. Mitigation – Liaison with objectors, although no guarantee that the issues will be removed. Appointment of expert witnesses and a robust strategy to engage with objectors is underway.
- Current budget does not allow enough funds for a public inquiry. Mitigation – Change request approved to allow sufficient funds to manage the public inquiry.
- Public Inquiry costs are greater than expected. Mitigation – Ongoing liaison with objectors, preparation of rebuttals and case evidence is undertaken with due diligence and support from CBMDC Legal and Counsel. Add risk around costs with regards public inquiry

Costs

The total cost to deliver the project was originally £6.826 million of which £4.900 million was to be funded through the West Yorkshire plus Transport Fund and £1.926 million from Bradford Council's Section 106 monies.

The current estimate is £8.691 million of which £6.765 million is requested to be funded through the West Yorkshire plus Transport Fund and £1.926 million from Bradford Council's Section 106 monies.

It should be noted that there is one area of the cost build up which has the potential to change significantly. Costs for land acquisition and associated legal costs with the CPO process are currently estimated, the worst case estimate is approximately £7 million, best case £2.3 million and likely case is £3.6 million. The likely case has been used in the full scheme cost build up, this means that we have a predicted variance of +/- circa £1.4 million. Bradford Council will need to undertake a detailed cost exercise in the next 4 to 6 weeks, however, it should be noted that until the CPO process is complete and a better understanding of the legal and financial ramifications are available, the costs remain in flux.

The project has requested additional development costs of up to £585,000 in order to secure sufficient budget for a public inquiry. This takes the development costs from £1.3 million to £1.885 million for the scheme.

Timescales

Public Inquiry is scheduled from the 6 to 9 November 2018. Note, this is the expected time period, however there is the possibility that it may be longer or shorter depending on objections raised (if any) during the inquiry.

The project is expected to reach full business case with finalised costs by September 2019.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Programme Appraisal Team Approval - the Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the total project costs remains within 5% of the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Julian Jackson, Bradford Council
Project Manager	Ben McCormac, Bradford Council
Combined Authority case officer	Paul Coy

Appraisal summary

The project has a clear fit to the Strategic Economic Plan and Transport Strategy and will deliver against the objectives reduce congestion on all approaches through the junction, increased safety provision for cyclists, improve air quality, support delivery of new housing developments and improve access to Leeds Bradford Airport and the new rail station at Apperley Bridge.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Harrogate Road New Line Junction Improvement project to increase the indicative approval to the Combined Authority's

contribution to £6.765 million, which will be funded from the Transport fund and is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £8.691 million (£6.765 million plus £1.926 million Bradford council section 106 monies) is approved

- (ii) The change request to the Harrogate Road New Line – Junction Improvement project to additional development costs of £585,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) is approved
- (iii) The Combined Authority enters into an addendum of £585,000 to the existing funding agreement with the City of Bradford for expenditure of up to £1.885 million from the Transport fund
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report

A65-A658 airport link road project (change request)

Background

This scheme was one of the West Yorkshire plus Transport Fund schemes originally identified for delivery by 2021, with an initial development funding allocation of £210,000. As the technical assessment of the scheme developed, it became clear that the complexity of the scheme meant that the delivery date and approved funding for development costs identified in the mandate were in need of revision. In 2016, with three potential options identified, the Combined Authority approved £600,000 additional development costs from the Transport Fund, based on the current status of the project just prior to the first round of public consultation.

In Autumn 2016, Leeds City Council and the Combined Authority revealed plans for investing £173.5 million of Department for Transport (DfT) funding for the Leeds Public Transport Investment Programme (LPTIP). This funding for Leeds offered an unprecedented opportunity to review all aspects of the transport network in the city, including north west Leeds and connectivity to the airport. As such, improving rail connectivity to the airport to meet a long-held ambition for the city became a possibility, with a proposal for a new airport parkway station put forward as part of the LPTIP programme. Along with other proposed measures to improve transport infrastructure and services, this meant a significant change in the transport landscape around the airport, which impacted on the link road plans as part of the updated overall position. As a result a review of the link road project needed to be undertaken to recognise and incorporate its position within the updated transport strategy for Leeds.

In addition to the factors outlined above, other factors which have impacted on the development of the project include:

Initial public consultation in 2016 showed strong support for a rail scheme, which subsequently DfT LPTIP offered an opportunity to address. The consultation also included requests for detailed technical information to be made available prior to business case submission. To address these points a second round of public consultation prior to submission of the outline business case is now proposed. The second round now needs to include the broader strategic position integrating road, rail and employment hub/land use elements for the public, businesses and stakeholders to consider. This has impacted on the planning, timing and scope of both the second round of consultation and therefore the timing and cost of completing activity 3 and putting forward the outline business case for consideration.

There is now more clarity on the risks, design needs and appraisal requirements, which have expanded the scope of technical work. Three separate options are being developed to present within the outline business case, and will be included in the next round of consultation and to maximise transparency in decision making. The three options will ensure there is sufficient detail and evidence available to support further rounds of public consultation.

The new Leeds Transport Model (known as LTM2) which uses state-of-the-art analytical technology to predict future highways and transport usage, has taken longer than initially expected to be finalised. This is due to the complex nature of the

technology and the analysis being undertaken, given it is not just to be used for this project but for all future highways schemes in Leeds now in development, and as it is replacing the outdated previous model from 2008 it is vital it works effectively and produces accurate results in the context of Leeds being one of the fastest-growing cities in the UK. Although the direct costs associated with development of the model are not being borne by this scheme. The delay has resulted in associated costs such as increased project management, technical liaison and delays to the development of this scheme.

Description of change request

This change request is for an additional £975,000 of development costs, to supplement the £810,000 already being provided by the Combined Authority, making a revised total development funding budget for achieving outline business case of £1.785 million from the Combined Authority.

Outputs, benefits and inclusive growth implications

The scheme outputs are dependent upon the selected option and are expected to be as follows:

- Option A: a new five kilometre road connecting the A65 and the A658 passing east of the airport. Includes a new footway/cycleway with connections into the surrounding right of way network; three new junctions plus one upgraded junction; 700 metres widening of the A658 between the new road and the Otley Old Road junction.
- Option B: a new three kilometre road connecting the A65 and the A658 to the west of the airport, connecting in on the A658 where the road enters the existing tunnel under the runway. Includes a new footway/cycleway with connections into the surrounding right of way network; three new junctions and two upgraded junctions.
- Option C: upgrades to five new junctions on the existing A65 and A658 routes including localised land take and property acquisition outside the highway boundary.

Leeds Bradford Airport is the international gateway to the largest city region outside of London and contributes over £336 million to the regional economy per year. One of the fastest growing regional airports, it is forecast to grow from 4 million passengers in 2017 to 7.1 million passengers by 2030, and to 9 million passengers by 2050.

The package of infrastructure improvements which includes this scheme (a parkway rail station serving the airport, an enlarged and improved terminal building and the development of an economic hub) are forecast to provide:

- An additional 5,500 new jobs
- Contribute £2.6 billion-£3.3 billion to the economy by 2030.

By then, the growth of the airport itself is expected to more than double the value of economic benefits accruing to the city region economy. Ensuring continued and

sustainable growth of the airport as a hub is therefore a priority within the Transport Fund as the benefits are significant and extend across the region.

Currently all trips arriving at or departing from the airport require road-based transport as there is no rail connection, as would many of the trips to the new employment hub in the future. Plans are being brought forward for a new parkway station located on the Leeds to Harrogate line about one mile from the airport terminal building and employment hub, also providing a new park and ride opportunity from north west Leeds district, Otley and surrounding areas, serving both Leeds and Harrogate. Whilst this interchange will help achieve a modal shift of passengers who would otherwise have used the road network, experience from other UK airports such as Manchester shows that there will still be a residual balance of growth that needs to be accommodated on the highway network, despite rail options being available.

Accordingly, to provide infrastructure that supports the wider growth plans of the airport as an economic and transport hub, the overarching objectives of the scheme are to:

- Provide additional capacity on the highway network that will help facilitate the forecast growth of the airport, as well as improving the travel experience for all users to the airport as a transport and employment hub.
- Complement the planned development of the 36 hectare employment hub by providing highway infrastructure that helps to facilitate efficient highway access and promotes the growth and development of the hub.
- Complement the planned development of the parkway rail station. To provide an efficient use of planned infrastructure that supports timely connectivity and interchange with the airport terminal and seamless access and egress for park and ride users connecting to and from both Leeds and Harrogate.
- Provide relief to local residents and road users by supporting more effective operation of the local highway and bus networks, including removing traffic from some less suitable local roads.

Without delivery of the proposed multi-modal connectivity package including the highway improvements, future growth projections are at risk with the consequential impact on the local and regional economies, whilst full and efficient delivery of the parkway station and employment hub may also be put at risk.

Risks

The key risks and mitigating actions for this scheme are:

- State Aid – this relates to uncertainty over use of public money to fund a scheme which benefits a private development. A specialist advisor has been appointed, the costs for which are included within this change request;
- Affordability – the cost of the three identified options will be considered as part of the outline business case submission once capital costs have been established, and a funding strategy will be developed;

- Public support – costs are included within this change request for a thorough engagement exercise later this year, with high quality visuals, presentation of detailed information explaining the up-to-date transport landscape and issues for the area, including engagement with businesses and key stakeholders;
- Modelling programme and robustness of results – a risk of programme slippage and cost increases is to be managed by ongoing liaison between the various teams employing the revised
- Leeds Transport Model has been developed and will be used to forecast the benefits of the scheme in liaison with the Combined Authority modelling and appraisal manager;
- Interfaces with the parkway station and employment hub – whilst in general terms providing significant positive benefits for this scheme, the interfaces can provide programme risk as approvals, funding and processes may need to be harmonised at key decision points. This is being managed by a new programme-level Strategic Airport Board.

Costs

The scheme has £35.7 million allocated from the West Yorkshire plus Transport Fund (WY+TF). Work is in progress to develop the capital cost estimates for the three options. The costs reported to date and at public consultation are broad estimates as follows: Option A: £50 million to £75 million; Option B: £25 million to £50 million and Option C: up to £15 million. Given the additional complexity of the scheme described above, the cost estimates are likely to increase. To plan for the eventuality that Option A or Option B may be selected as the preferred option (given that Option C would be affordable from within the current allocation), a funding strategy will be developed, led by the council in collaboration with West Yorkshire Combined Authority and potential third party contributors including the airport.

This change request is for an additional £975,000 of development costs, to supplement the £810,000 already being provided by the Combined Authority, making a revised total development funding budget for achieving outline business case of £1.785 million from the Combined Authority. A typical range of 1-3% as a proportion of total project costs is expected for achieving decision point 3. Although this equates to 5.1% of the £35.7 million allocation, the figure reduces to 2.4% of a £75 million total cost, which is well within the typical range, especially considering that the scope includes three 'full' options and is one of the most complex projects within the WY+TF portfolio.

The cost estimate includes a risk allocation of just over £103,000 to manage unexpected additional work as well as a further risk allowance of £155,000 to allow amendments of the design, appraisal and business case to reflect feedback from the second round of consultation.

A sum of £145,000 is included for the second round of consultation including business engagement, which is being planned as an integrated approach covering both road and rail. The parkway station project will supplement the identified funding.

In summary, 35% of the additional costs have accrued as a direct or indirect result of the broader requirements of the second round of consultation, 42% has accrued as a result of technical scope changes including State Aid and confirmation of costs with consultants, whilst 13% is attributable to other costs including additional project management costs arising from delays. Finally, there is a risk allowance for development costs which was not included in the previous approval which contributes the remaining 10%, but provides more reassurance of delivery to the proposed budget.

Leeds City Council has contributed £45,000 to the scheme for project development costs.

Timescales

In 2016, the project delivery programme estimated scheme opening in 2023. As a result of the changes outlined in this report, the key approximate milestones are now revised to:

- Activity 3 outline business case approval - July 2019
- Planning application submission - November 2020
- Public Inquiry (if required) Secretary of State decision - March 2022
- Activity 4 procurement approval - June 2023
- Construction - December 2023 to December 2026

Work is underway to integrate the delivery programme of the road and rail station schemes, with a view to delivering the new parkway rail station alongside or, if possible, in advance of the road scheme. This is being assessed through a close working relationship between Leeds City Council, the Combined Authority and our advisors.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 4 (full business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Investment Committee Approval - Combined Authority

Tolerances

Project tolerances
That the total project costs remain within 10% of the costs identified within this report

That the project delivery timescale remains within six months of the timescales identified within this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Mark Philpott, Leeds Council
Combined Authority case officer	Paul Coy

Appraisal summary

This funding request is a significant variation and this project carries risk, but this project is a key scheme to progress for the development of the local and wider Leeds City Region economy. With the expansion of the infrastructure programme now integrating the employment hub and the parkway station, it is anticipated that the benefits expected to accrue to the scheme will be more significant than they were when a decision was made to enter this scheme into the WY+TF initially, when it was judged to be one of the best performing projects. It will deliver a regionally significant piece of transport infrastructure, enabling investment and job growth as well as facilitating a wide range of broader benefits in the context of the Leeds Transport Strategy and the regional economic plan. Funding the development work to reach decision point 3 will enable a fully-informed decision to be made about the business case and future direction of this scheme.

To mitigate risk and maximise efficiency and benefits, the development of the multi-modal surface access package and employment hub will be overseen by the Strategic Airport Board chaired by Leeds City Council's Director of City Development with director-level representation from the Combined Authority, to which the A65-A658 airport link road project board will report. This robust approach is modelled on the successful structure employed for East Leeds Extension and the East Leeds Orbital Route, which is delivering on programme and to budget.

The project objectives are being reviewed as the outline business case develops and the transport strategy and land allocations develop in the area.

Recommendations

That Investment Committee recommends to the Combined Authority that

- (i) The Change Request to A65-A658 airport link road project for additional development costs of £975,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £1.785 million. This will be funded from the West Yorkshire plus Transport Fund.
- (ii) The Combined Authority enter into an addendum for £975,000 to the existing funding agreement with Leeds City Council for total expenditure of up to £1.785 million.

- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Background

High Speed 2 (HS2) is Europe's largest railway project, and a vital part of the UK Government's strategic plan for regeneration, growth and rebalancing of the UK economy. It also represents a significant opportunity for the UK to capitalise on a rapidly growing high-speed rail global market. The lack of testing facilities in high-speed rail represents a significant barrier to the future development of high-speed rail research and innovation, but presents a significant opportunity for the UK to be a global lead.

The University of Leeds, working closely with partners including Network Rail, the Higher Education Funding Council and the University of Huddersfield is seeking to establish the Institute for High Speed Railways and System Integration (IHSRSI) in the Leeds City Region with the ambition of helping to unlock the full potential of high speed rail, nationally and globally. HS2 will be of major economic benefit to the city region and the institute will help to maximise these benefits, by establishing the university and city region as a global lead in high speed rail engineering and research. The new institute will complement and build upon the expertise that already exists in the region.

The scheme will be delivered in three phases. The funding requested from the Combined Authority will part fund the delivery of Phase 1 only:

Phase 1 – creation of two initial world-leading test facilities for the new institute, these being a high-speed railways infrastructure system test facility and a high speed vehicle test facility. Specifically, 40,000m² of world class high speed rail infrastructure test & Research & Development facilities to include:

- A full-scale 400 kilometre per hour capable high-speed rail infrastructure systems test facility which will be able to test full-scale railway track structures, including embankments, preformed systems and ground stabilization technologies;
- A full-scale high-speed 400 kilometre per hour capable vehicle systems test facility capable of testing full-scale rolling stock and their interaction (behaviour) with different track systems

A number of location options have been considered and fully researched. The current preferred option is for the facility to sit alongside the HS2 depot and within the Leeds Enterprise Zone (Aire Valley).

Phase 2 - A System Integration and Innovation Centre capable of replicating the system interaction of the civil, mechanical, electrical and digital systems across the railway operational environment.

This is in direct response to calls from the industry for the IHSRSI to have significant system integration capability to support projects from, HS2, Network Rail and Trans-Pennine. By connecting conventional and digital train control systems through this

approach, a unique research and development facility will be created, allowing transformational change in railway research and development.

Phase 3 – The IHSRSI will act as a catalyst for the development of an advanced manufacturing park within the Leeds Enterprise Zone (Aire Valley).

Outputs, benefits and inclusive growth implications

3.10 Outputs, benefits and inclusive growth implications for Phases 1, 2 and 3 of the programme can be summarised as:

- Establishing an international reputation that will attract key industry investment, spur new enterprise, Small to Medium Enterprise's and supply chains, to the Leeds City Region;
- Creation of high value employment and uplifting skills of local workforce (apprentices, technicians, undergraduates and postgraduates in the skills industry needs) and attracting new international students to Leeds;
- Increased retention of graduates in the Leeds City Region;
- Growing research and innovation expertise and manufacturing skills across the North;
- Leverage significant 'international' private sector and public research investment in Research & Development;
- De-risking UK and global HSR projects by providing facilities and expertise to assess track and vehicle designs and prototypes prior to deployment;
- Co-location of the HS2 depot, HS2 Yorkshire Hub Station and the IHSRSI provides the catalyst for significant future inward investment and export potential including the development of an Advanced Manufacturing Park – Leeds Council estimate that the AMP will generate 3,000 new jobs; and
- Increasing the GVA of the region;
- Business Rate income to the Combined Authority as a result of its location in an Enterprise Zone.

Risks

The key risk, and mitigating action, for this project are:

- Securing all the required match funding and follow-on investment. The University has secured industry co-investment for Phase 2, but the key risk to this scheme relates to securing the funding for Phase 1.

Costs

The total cost of Phase 1 highlighted previously is forecast at £22.88 million. This application seeks funding in the sum of £11.44 million from the Combined Authority towards the costs of delivering Phase 1. Funds from the university will be used as match funding (£11.44 million).

Funding for phase 2 is currently being sought from other funding sources and private sector investors. This will be substantiated with the scheme's forthcoming full business case.

Timescales

The anticipated timescales of the project:

- Decision point 5 (full business case with finalised costs) approval for Phase 1 is forecast for November 2018.
- Phase 1 of the scheme is due to be delivered by spring 2020. Completion of phases 2 will be confirmed as part of the full business case.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (full business case)	Recommendation - Investment Committee Decision - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Combined Authority's Programme Appraisal Team Decision - Delegation to the Combined Authority's Managing Director

Tolerances

Project tolerances
The Combined Authority's contribution remains within 10% of the figure outlined in this report.
Programme timescales remain within 3 months of the timescales outlined within this report.

Project responsibilities

Senior Responsible Officer	Lisa Roberts, University of Leeds
Project Manager	Peter Woodward, University of Leeds
Combined Authority case officer	Lisa Childs/Rachel Jones

Appraisal summary

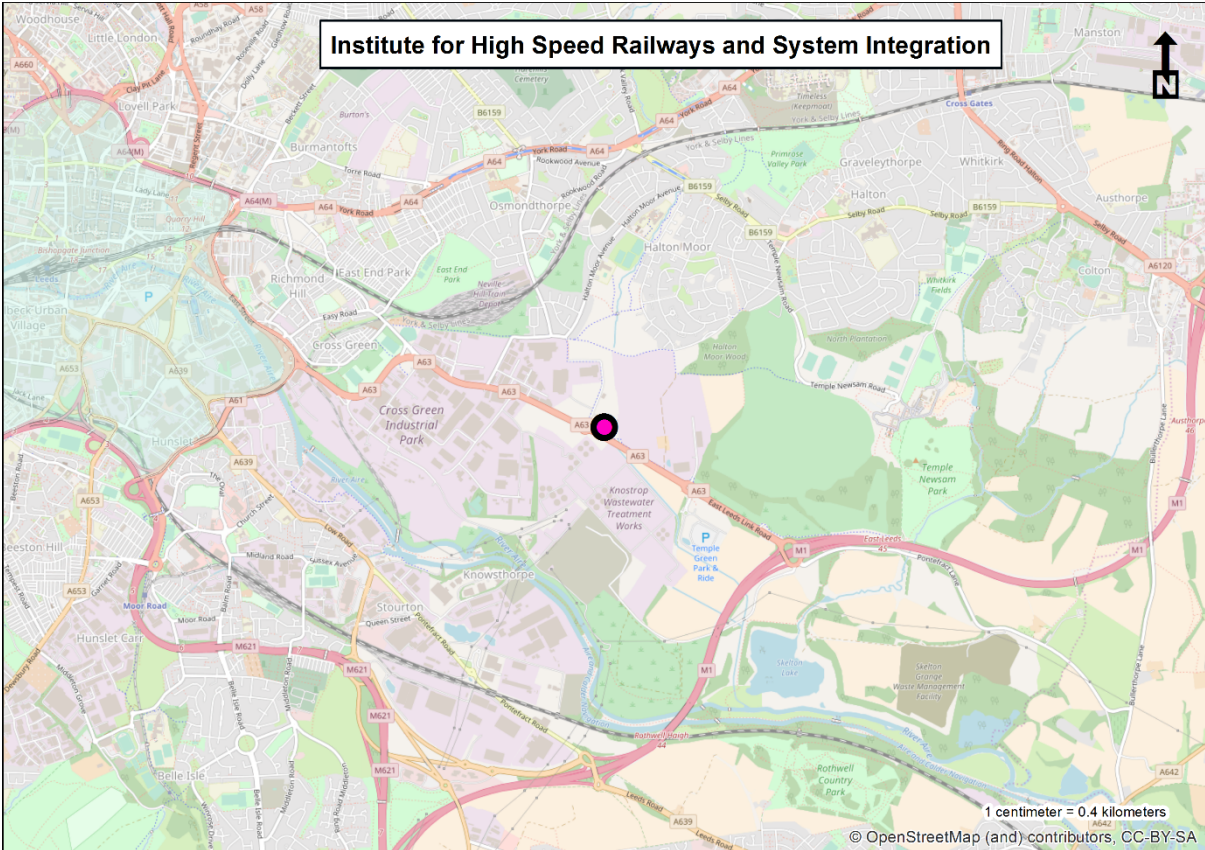
The scheme has a strong strategic, commercial and economic case at this stage, although the financial and management cases require more detail. As the full business case is developed, delivery costs and programmes will require additional clarity, to ensure the scheme is deliverable.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Institute for High Speed Rail and System Integration scheme Phase 1 proceeds through decision point 2 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £11.44 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total Phase 1 value is £22.88 million (The University of Leeds will contribute match funding of £11.44 million).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Location



Background

The scheme will deliver a new wharf facility at Stourton in Leeds to enable the transportation of non-perishable freight such as aggregates, timber, oil and steel from the Humber estuary into Leeds. It is anticipated that the project will support the development of flagship projects such as Leeds South Bank regeneration and High Speed 2 by enabling construction materials to be transported on water, thereby reducing congestion on the roads and generating carbon savings.

The project itself, located on three acres of land owned by the Canal & River Trust, will entail:

- The construction of a concrete apron on a three acre brownfield site in the Trust ownership
- The installation of 80m of sheet piling to establish an apron for boats to moor against
- The dredging of the waterway to improve the navigability of the waterway at this point

Outputs, benefits and inclusive growth implications

The outputs, benefits and inclusive growth implications for the scheme are:

- One new freight facility for the city of Leeds that will move 200,000 tonnes of freight from road to water after year one, resulting in reduced road congestion.
- Reduce carbon emissions from road vehicles by 100 tonnes by the end of year three resulting in improved air quality for the Leeds City Region
- Create up to 16 jobs, safeguard three jobs, and assist 25 businesses, thereby supporting economic growth in the region
- Increased connectivity between the Humber ports and northern Europe

At this early stage the scheme is anticipated to deliver good value for money and this will be evaluated further during the course of the scheme's development.

Risks

The key risks, and mitigating actions, for this project are:

- Availability of budget; the Trust's match funding has been confirmed. This will be sufficient providing costs come back from the tender within initial budget estimate. Tendering for alternative prices is an option if required to ensure series of options is available before construction.
- Market demand; to date 25 different businesses have expressed an interest in using the facility once it is built. This work is ongoing.
- Potential state aid issues; an initial assessment of state aid has been undertaken which has revealed no issue at this stage. A more robust

assessment will be undertaken during the next phase of the scheme's development.

A risk register with mitigating actions will come forward at the next stage of scheme development.

Costs

The total project delivery costs are currently estimated at £3.37 million of which the West Yorkshire Combined Authority contribution is proposed to be £3.17 million (94% of total project costs).

It is understood that the cost estimates, which are £1.17 million higher than originally proposed, are based on a robust solution design supported by a bill of quantities and cost analysis.

Match funding to a value of £200,000 is proposed by the Canal & Rivers Trust.

Timescales

The anticipated timescales of the project:

- Whilst the expression of interest indicated that work would start on site in autumn 2018, a revised position is a start on site date of April 2019. This will allow sufficient time to secure full planning consent and prepare a strong business case for the Combined Authority.
- It is anticipated that the Inland Port will be fully operational in spring 2020.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Programme Appraisal Team Approval - Combined Authority's Managing Director delegated decision
Decision point 4 (full business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Programme Appraisal Team Approval - Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the Combined Authority contribution remains within the costs identified in this report.
That the project delivery timescale remain within 3 months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Stuart Mills, Canal and River Trust
Project Manager	Stephen Higham, Canal and River Trust
Combined Authority case officer	Daisy Johnson

Appraisal summary

The project has a strong fit with the Strategic Economic Plan (SEP) and Transport Strategy and will deliver against SEP priorities 1, 2, 3, and 4 to grow business, create better jobs and deliver infrastructure for growth.

Whilst the project seeks £1.17 million more funds from the Combined Authority than the original £2 million expression of interest submitted, the Leeds Inland Port could provide a viable alternative to road transport for construction materials needed to bring forward flagship developments such as Leeds South Bank and High Speed 2.

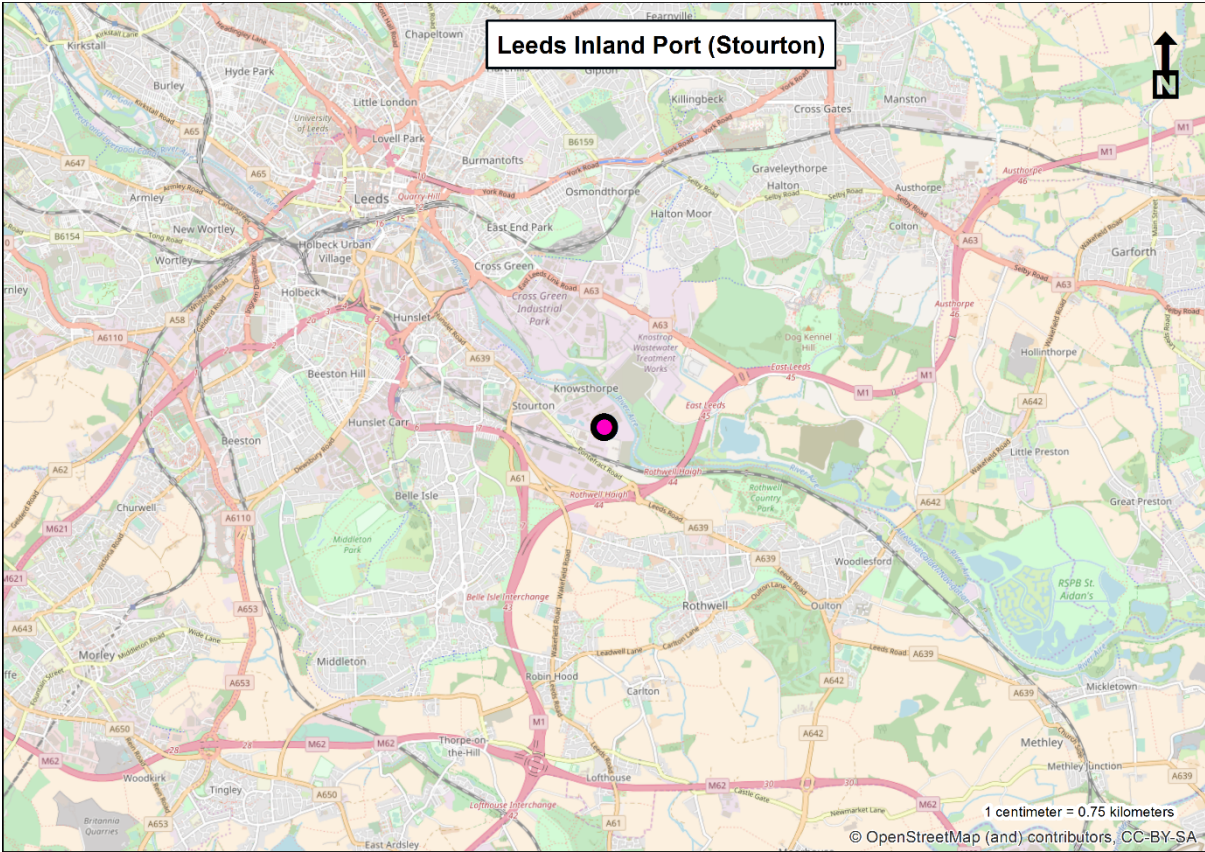
Further work is required to confirm market demand, refine the outputs, outcomes and benefits.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Leeds Inland Port project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £3.17 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs). The total project value is £3.37 million (Canal & Rivers Trust match funding of £200,000).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Location



Background

The Gateway to Huddersfield project covers the rail station and its environs, including a large former railway goods shed and station goods yard (now St George's Warehouse and its surface car park respectively), a Maintenance Delivery Unit (MDU) and highways to the north and west, and St George's Square to the east.

Huddersfield rail station is a key transport hub within West Yorkshire providing linkages to the business centres of Leeds and Manchester, York, Liverpool and the North East.

- Gateway to Huddersfield will see the regeneration of the rail station and its environs. Phase 1 of the project would provide:
- Additional eastern entrances (to provide better passenger access);
- Improvements to existing highway (to facilitate movements);
- Creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade).
- Land assembly (to deliver later phases of project).

Later phases of the project (not subject to this phase of the project) could include some or all of the following elements:

- Provision of parking (multi-storey and surface) at St George's Warehouse;
- Subway extension with new western entrance to link the station with the Warehouse site;
- External stair/lift tower to connect the parking to the town centre (public right of way);
- Alterations to rail tracks, signalling and existing station platforms; and
- New station platform.

Outputs, benefits and inclusive growth implications

The Gateway to Huddersfield project, by making Huddersfield more accessible and better connected, aims to focus on three key priority areas as identified in the Leeds City Region's Strategic Economic Plan. (1) Infrastructure for Growth, (2) Growing Business, and (3) Skilled People, Better Jobs. However realising benefits from the latter two priorities is dependent upon the delivery of later phases.

The scheme also contributes towards key objectives in the Kirklees Local Plan in terms of its potential to regenerate a key location in Huddersfield Town Centre, and bring in to use an important but derelict listed building. Again, this is dependent upon delivery of later phases of the project.

Phase 1 of the project would provide the following:

- Increasing access to employment and productivity growth through providing access to sustainable transport, and potentially increasing employment opportunities in the town centre.
- Additional eastern entrances (to provide better passenger access).
- Improvements to existing highway (to facilitate movements).
- Creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade).
- Land assembly for later phases.

Risks

The key risks, and mitigating actions, for this project are:

- Land acquisition - valuations for land in 3rd party ownership are confirmed as appropriate up to 31 August 2016. There is a risk that increases in land values would impact upon the scheme costs. A risk reserve of 20% is included in the estimated costs to reflect the current uncertainty regarding market values of the relevant properties.
- The acquisition of land and buildings by public authorities may give rise to state aid issues. Kirklees Council will therefore obtain an independent valuation of the market value of the properties to be acquired.

Costs

The total project value is £5.55 million. £5 million is requested funding from the Station Gateways allocation of the West Yorkshire plus Transport Fund. A £500,000 contribution from Kirklees Council has been identified.

In 2015, the Huddersfield Station Gateway project received £50,000 funding from the West Yorkshire plus Transport Fund to develop the project to Gateway 1 (on the previous West Yorkshire plus Transport Fund's assurance process). This has funded demand modelling works and outline design for the scheme as a whole, which informed the expression of interest submission.

Further development costs of £115,000 are now sought as part of this report.

Timescales

The project is advanced and it is expected that the outline business case will be completed by September 2018. Full business case with costs will be completed by July 2019.

Construction on the additional eastern entrances, improvements to existing highway and the creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade) to commence summer 2019 with completion March 2021.

Land assembly strategy to be completed August 2019.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Combined Authority's Programme Appraisal Team Approval - Combined Authority Managing Director

Tolerances

Project tolerances
That the total project costs remains within 10% of the costs identified within this report.
That the project delivery timescale remains within two months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Keith Bloomfield, Kirklees Council
Project Manager	Peter Steniulis, Kirklees Council
Combined Authority case officer	Thomas Murphy

Appraisal summary

A significant amount of work has already been undertaken to develop proposals for the Gateway to Huddersfield project, identifying the issues to be addressed and working through proposals to address these. The expression of interest is focussed on phase 1 of the project and whilst there are benefits to be realised from improvements to the rail station and highway arrangements, the regeneration benefits are to be realised under later phases, with phase 1 laying the groundwork. The outline business case should seek to give assurance over the delivery of later phases given the amount of land assembly being undertaken in phase 1 and should also give consideration to asset ownership.

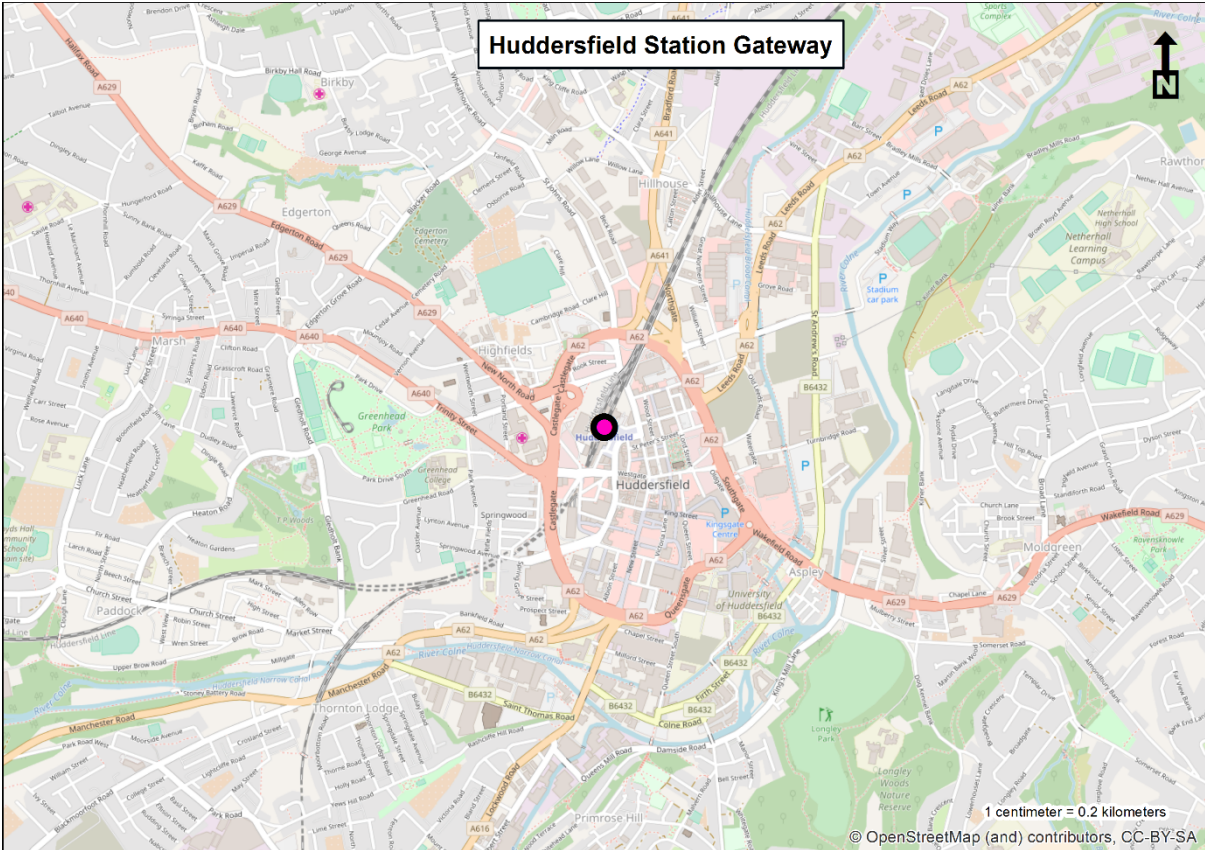
The project has defined its objective and why action is required. The strategic fit of the project is clearly defined, both against the Strategic Economic Plan and Kirklees Local Plan. The expression of interest and supporting documentation give sufficient assurance to recommend that this project proceed to activity 3 (outline business case).

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Gateway to Huddersfield Phase 1 project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £5.05 million is given, to be funded by the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total project value is £5.55 million (£500,000 contribution from Kirklees Council).
- (iii) Development costs of up to £115,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total development cost approval to £165,000.
- (iv) West Yorkshire Combined Authority enter into a funding agreement with Kirklees Council for expenditure of up to £115,000. This funding agreement will also acknowledge the existing £50,000 development funding approval.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Location



CityConnect Cycle City Ambition Programme – Phase 1 & 2 extension (decision point 2 - case paper)

Background

The Cycle City Ambition Grant (CCAG) Programme Phase 1 & 2 Extension will deliver a programme of 19km of high quality cycle infrastructure across West Yorkshire, extending and building on the existing £56 million City Connect Programme. The programme aligns with the Strategic Economic Plan's Priority Pillar 4 – Infrastructure for Growth and Priority 3 Clean Energy and Environmental Resilience.

The projects will connect people to employment, education and training and complement other infrastructure projects. Individual projects are at different stages of development. The eight projects are:

- Huddersfield Town Centre – providing important links between the train station, the university and the A62 Smart Corridor.
- Leeds-Liverpool Canal, Shipley – completes a key section of cycle network with improved links to Skipton and housing and employment sites across North Bradford.
- Leeds City Centre – connecting the east and west of the city to the cycle super-highway and improving connections with the emerging South Bank, education quarter and arena area.
- Leeds Elland Rd Cycle – connecting relatively disadvantaged populations in areas such as Beeston and Holbeck to employment and training within the city.
- Castleford-Wakefield Greenway Phase 4 – connects Castleford to opportunities and facilities within Wakefield whilst also passing through regeneration and housing sites along the river.
- Cooper Bridge Cycle Link – development of strategic link.
- Huddersfield Narrow Canal phase 2 – improvements from Slaithwaite into the town centre improving access to employment, the University and wider facilities.
- Leeds Dewsbury Road Cycle Route – connecting Hunslet South to the city centre, employment sites and education & training opportunities.

The programme will be managed by the Combined Authority with individual project delivery being managed by either the relevant district council or Canals and Rivers Trust. It is intended to bring schemes through to outline business case or full business either individually or as interconnected packages. This will be established during the next phase of development work.

Outputs, benefits and inclusive growth implications

The project will increase the amount of safe cycling on new and improved cycling infrastructure and the Huddersfield Town Centre project will increase the quality of public realm. It is anticipated that the programme will deliver:

- 19km of new/improved cycle route

- Better linkages between residential areas and areas of employment, training and education – providing access to access to jobs, skills and qualifications – with accompanying inclusive growth impacts
- Reductions in Carbon dioxide emissions
- An average increase of 900% of walking and cycling trips on the proposed routes
- Support to inward investment through enhanced streetscapes and public realm
- Catalytic impacts through links to existing routes and the delivery of a comprehensive network for cycling and walking
- A safer and more attractive environment for active modes of travel

The benefit to cost ratio for the programme as whole is estimated at 1.9 representing good value for money. This assessment will be updated at decision point 3. A Gross Value Added calculation to reflect the value of the travel benefits associated with the scheme will also be calculated through the West Yorkshire Urban Dynamic Model at the same time.

Risks

The main risks and mitigating factors are detailed below. However, the overarching mitigating factor for many of the risks listed is the experience that has been built up in terms of developing and delivering similar schemes.

- The interfaces with other projects and programmes in the same geography for example the Leeds city centre works and Cooper Bridge projects – impacting on timescales. Mitigation through identification of interfaces and other projects timescales, seek opportunities to deliver elements together if avoidance is not possible, e.g. through joint procurement and traffic management exercises.
- Cost increases as further design and investigative works are undertaken – e.g. stats. Mitigation through early site investigation and surveys. Risk transfer to contractors.
- Acceptability of traffic regulation orders – e.g. Huddersfield town centre scheme. Mitigation by early and continued engagement with local stakeholders and politicians. Understand and communicate wider impacts and benefits of the scheme and seek to provide alternative parking if parking in the areas affected is displaced.
- Potentially insufficient resource capacity to project manage and deliver the schemes – also delivery timescales could be impacted by the need to undertake winter working for repairs. Mitigation - ensure resource identified early on or procure necessary resource. Understand working constraints and plan delivery around them.

Costs

The total forecasted cost of the programme is £14.824 million. It is proposed that this would be funded through £12.053 million from over-programming against the West Yorkshire plus Transport Fund, £2.371 million of Combined Authority funding which

has already been secured from the Department for Transport for CCAG and also match funding of £400,000 which has been committed by Kirklees and Leeds Councils.

Development costs of £350,000 are requested and will be funded from over-programming against the West Yorkshire plus Transport Fund.

Timescales

The programme consists of a number of different projects that are at different stages in their development. As such the timescales will vary between the projects that constitute the programme.

- Programme outline business case is expected to be completed by December 2018.
- All feasibility work completed by August 2018.
- All detailed design completed by September 2019.
- Construction of all projects started by April 2020.
- All construction complete by March 2021.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case) Individual projects or a package of projects	Recommendation – Combined Authority's Programme Appraisal Team Approval – Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs) Individual projects or a package of projects	Recommendation – Investment Committee Approval – Combined Authority

Tolerances

Project tolerances
That programme costs should remain within 10% of the total programme cost set out in this report
That programme timescales should remain within 3 months of the timescales set out in this report.
The overall benefits to cost ratio or the ratio of an individual project remains above 1.5:1.

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Fiona Limb, Combined Authority

Appraisal summary

The programme has a clear fit to the Strategic Economic Plan and the Transport Strategy. The cycling ambitions across the Combined Authority districts will not be realised if appropriate infrastructure is not developed.

The economic case for the programme incorporates the benefits that will be achieved through connecting people to opportunities for employment, education and training.

The benefit cost ratio for the programme, derived through the Department for Transport's WebTAG transport analysis, is 1.9:1 and more work will be done on attributing and quantifying the other outcomes and benefits likely to emerge from the project.

The likely demand for the projects has been demonstrated in the monitoring and evaluation of completed CCAG projects and other research. It will be necessary to strengthen this further at outline business case.

The management of the scheme appears strong. A wealth of experience has been built up from previous schemes and this can be brought to the development and delivery of these projects.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The City Connect Cycle City Ambition Programme – Phase 1 & 2 extension proceeds through decision point 2 and work commences on activity 3 outline business case for each of the projects within the programme.
- (ii) An indicative approval to the total project value of £14.824 million is given of which £14.424 million will be funded by the Combined Authority with full approval to spend being granted once each of the projects within the programme have progressed through the assurance process to decision point 5 (full business case with finalised costs). The Combined Authority contribution will be funded from £12.053 million from over-programming against the West Yorkshire plus Transport Fund and £2.371 million from the existing City Connect programme funding from the Department for Transport.
- (iii) Development costs of up to £350,000 are approved in order to progress the projects within the programme to Decision Point 3 (outline business case) to be funded from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at Decision Point 3 (outline business case) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Rail Park & Ride Programme Phase 2 (decision point 2 - case paper)

Background

The Rail Park & Ride Programme Phase 2 is a series of car park extension schemes at West Yorkshire commuter railway stations, which have been identified to improve access to the main urban centres and increase rail station parking capacity. It builds upon the learnings and successes of Phase 1 which is currently delivering parking improvements to rail users across West Yorkshire. The programme is designed to support sustainable employment growth and increased rail usage.

Up to 12 sites, throughout West Yorkshire, have been identified with potential for delivery by March 2021, all require the purchase of 3rd party land. Consultation regarding these sites has been sought with officers for each local council partner.

The programme contributes to Priority 4 of the Strategic Economic Plan, delivering Infrastructure for Growth. In addition there are links with the Combined Authority Transport Strategy and the objective for +75% more trips to be made by rail by 2027. Outcomes will deliver against policies within the West Yorkshire Transport Strategy through increasing the number of car parking spaces at key transport hubs. The West Yorkshire Transport Fund strategic objective to increase employment and growth through improvements to employment accessibility also aligns closely with the programme.

The Combined Authority is the scheme promoter and is leading on the overall programme. A team is in place to manage and deliver the Rail Park and Ride Programme. The projects will be delivered in partnership with Network Rail, Northern and local council partners.

The initial stage of the programme will focus on the deliverability of the sites with desktop assessments from a technical, legal and land perspective. The assessments will enable the sites to be prioritised in terms of demand, cost and deliverability. A shortlist will be presented to the Programme Board for approval to progress onto detailed feasibility and to commence negotiations with landowners.

Due to the reliance on land acquisition, greater flexibility is required as to the list of sites; some may be identified as undeliverable and new scheme opportunities may arise. This, and the need for the Combined Authority to retain a competitive position in negotiations, requires that the list is not publicly published at this stage.

Each scheme will be individually progressed to outline business case and presented to the Investment Committee and Combined Authority for approval to progress to full business case (decision point 5).

Outputs, benefits and inclusive growth implications

The scheme's outputs are:

- Additional car parking capacity with circa 2500 potential additional spaces;
- Low emission lighting;
- Enhanced CCTV;

- Enhanced drainage;
- Provision for electric vehicle charging ducting;
- Standard cycle storage and enhanced access for cyclists and pedestrians.

The scheme's associated benefits are:

- Improved access to the local rail network;
- Improved accessibility to employment for those living in the most deprived areas;
- Increased rail user patronage through better station accessibility;
- Reduced highways congestion, reduced CO2 emissions and improved air quality;
- Improved local environment with reduced on-street parking;
- Better personal security through improved CCTV and lighting.

The programme isn't currently sufficiently developed to assess value for money at this stage. A benefit cost ratio assessment will be undertaken during the next stage of programme development. The gross value added is expected to be similar to the £11.4 million of phase 1.

Risks

The key risks, and mitigating actions, for this project are:

- Acquisition delay: All sites are third party owned and carry the risk of potential compulsory purchase orders. This is being mitigated through land and legal work streams to prioritise sites that are more deliverable e.g. forthcoming site owner agreement.
- Delays to planning submission and approval: This is being mitigated through consultation with Planning Officers, community members and Councillors.

Costs

The total project value is £33.638 million which would be funded entirely by the Combined Authority with a £5 million funding allocation to be specifically spent on works at New Pudsey rail station from the Leeds Public Transport Investment Programme and the remainder being funded from over-programming against the West Yorkshire plus Transport Fund.

Development costs of £2.016 million is requested as part of this report to progress schemes to decision point 3 (outline business case).

Timescales

The anticipated timescales of the project are:

- Procurement of external land, legal and technical advisors - December 2018

- Completion of site prioritisation studies - March 2019
- Outline business cases submitted - September 2019
- Full business cases submitted - December 2019
- Site acquisitions - 2019/20
- Planning approvals - 2019/20
- Construction commences - June 2020
- Construction completed – Jan 2021 (based on a surface level car park)

Future assurance pathway and approval route

Assurance pathway	Approval route
Individual projects: Decision point 3 (outline business case)	Recommendation – Investment Committee Approval - Combined Authority’s Managing Director
Individual projects: Decision point 5 (full business case with finalised costs)	Recommendation – Combined Authority’s Programme Appraisal Team Approval - Combined Authority’s Managing Director

Tolerances

Project tolerances
That the programme cost remains within 10% of the cost identified within this report
That the overall programme delivers by March 2021.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Polly Hutton

Appraisal summary

The programme presents clear alignment with the SEP and Transport Strategy through improving sustainable access to economic centres and inclusive growth potential. The resulting projects will increase rail patronage and incentivise sustainable travel options through promoting a modal switch from car to rail.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The Rail Park & Ride Programme Phase 2 proceeds through decision point 2 and work on the individual schemes commences on activity 3 (outline business case).
- (ii) An indicative approval to the total project delivery cost of £33.638 million is given which will be funded entirely by the Combined Authority (with £5 million from the Leeds Public Transport Investment Programme to fund works at New Pudsey rail station and £28.638 million from over-programming against the West Yorkshire plus Transport Fund) with full approval to spend being granted once individual projects have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of up to £2.016m are approved in order to progress the scheme to decision point 3 (outline business case) from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, including the use of a delegation to the Combined Authority's Managing Director at decision points 3 and 5, following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

Leeds City Centre Package (change request)

Background

Leeds City Centre Package (LCCP) supports the delivery of the Leeds City Region's Strategic Economic Plan's priority 4 - Infrastructure for Growth. It is consistent with the adopted Leeds Core Strategy and Aire Valley Leeds Area Action Plan as well as the interim Leeds Transport Strategy and the emerging Leeds Integrated Station Masterplan. There are also direct interdependencies with Highways England Road Investment Strategy 1 scheme on the M621, the Leeds South Bank Regeneration Framework and the relevant approved Leeds Public Transport Infrastructure Programme projects e.g. Stourton Park & Ride.

The projects included within LCCP are aimed at creating a world class city gateway at City Square and supporting Leeds in becoming High Speed 2 (HS2) & Northern Powerhouse Rail ready. This includes contributing to the delivery of the South Bank Leeds Framework Plan to create a quality environment for the development of significant numbers of new homes and commercial floor space. These network improvements will also help towards Leeds meeting its clean air zone targets for improved air quality. The original key objectives of LCCP are:

- The closure of City Square to general traffic by 2021 to allow the creation of a world class gateway for the city.
- Increase the capacity on the Inner Ring Road and M621 orbital route by reconfiguring Armley Gyratory and capacity improvements between Junctions 1 - 4 and Junction 7 M621 by 2022.
- Reduce through-traffic in the city centre, including the South Bank creating a quality environment attractive to development.
- Increase travel to the centre by sustainable modes of transport.

Description of the Change Request

The Leeds City Centre Package (LCCP) was included in the original baseline of the West Yorkshire plus Transport Fund in 2012 (then called Leeds City Centre Network Improvements programme); the cost estimate for delivery at the time was £36.5 million based on outline work completed as part of the Transport for Leeds project. At the time it was recognised that the schemes were still works in progress and that modifications would be required to reflect the emerging aspirations for South Bank and proposals for HS2 arriving in the city.

As part of the previous West Yorkshire plus Transport Fund assurance process, the scheme received mandated approval in 2014 to initial development costs of £319,000 to take the developing package to Gateway 1 approval (equivalent to decision point 3 outline business case) on 6 February 2016. The key changes from the original scope were the increased works required to remove general traffic from City Square, the increased costs to develop Armley Gyratory and the reallocation of space to cyclists, pedestrians and public transport in South Bank.

An increase in development funds from £319,000 to £3.774 million was approved by the Combined Authority on 6 February 2016. The Gateway 1 submission identified

that the total costs to deliver all elements of the package would be in the order of £149.800 million. This forecast increase to total scheme costs, although stated in the financial case, did not request indicative approval at this time and as a result the allocation within the West Yorkshire plus Transport fund remained at £36.5 million.

Subsequently, a £12.8 million contribution from the Leeds Public Transport Investment Programme (LPTIP) has been secured and up to £70.2 million of other funding sources has been identified to deliver the Leeds City Centre Package. This results in the funding requirement from the West Yorkshire plus Transport Fund now being £66.8 million (against a baseline allocation of £36.5 million).

It has been determined that in order to secure the third party funding the package should be split into four independently deliverable phases which will be progressed individually through the Combined Authority's assurance process.

- Phase 1: Reconfigure Armley Gyratory and closure to general traffic of City Square
- Phase 2: South Bank Highways reconfiguration
- Phase 3: Reconfigure M621 Junctions 3&4
- Phase 4: Widen M621 Junctions 1 to 2

In addition, this will enable the phase 1 business case to be expedited in order for the works on the Armley Gyratory to be completed by December 2021, with works on City Square forecast to be initially closed in 2021 and related public realm works completed by 2023. The West Yorkshire plus Transport funding will in the main be utilised on phase 1 of the package, but some will also be spent developing the other phases as part of the existing development funding approval of £3.774 million.

This Change Request can be summarised as follows:

- Increase to the total LCCP costs from £36.5 million to £149.8 million
- That the revised total LCCP costs will be funded as follows
 - £66.8 million – The Combined Authority's West Yorkshire plus Transport funding
 - £12.8 million – the Combined Authority's Leeds Public Transport Investment Programme funding
 - £70.2 million – Third Party funding
- That the funding contribution from the West Yorkshire plus Transport Fund is increased from £36.500 million to £66.8 million. This increase will be funded through over programming against the West Yorkshire plus Transport Fund.
- That the LCCP package will now be delivered as four individual phases

Outputs, benefits and inclusive growth implications

The overall objective of the Leeds City Centre Package (LCCP) is to enable growth in the Leeds City Region economy. The LCCP is a programme of works designed to support Leeds as an urban growth centre as identified in the Leeds City Region's

Strategic Economic Plan (SEP), delivering growth in jobs and housing on South Bank and enabling the city to be HS2 ready. The package has strong interdependencies with several major complex projects including the new HS2 station serving the Leeds City Region and Highways England Road Investment Strategy investment in the M621.

It is expected that the full LCCP will deliver the following outputs, with the output relating to Armley and City Square delivered as part of phase 1 of the package:

- Closure to general traffic of City Square and creation of a Leeds City Region gateway and extended City Centre.
- Increased capacity of the Armley Gyratory to absorb the revised traffic flow.
- Development works to detail the South Bank highways reconfiguration required for the South Bank regeneration.
- Increased travel to the centre by sustainable modes of transport
- Reducing severance at Armley Gyratory and through South Bank and improving non-motorised user facilities and improvements to public transport services through South Bank.

Risks

The key risks, and mitigating actions, for this project are:

- The package has the potential to build upon other 3rd party funding initiatives including Highways England, LPTIP, and Housing Infrastructure Fund (HIF) worth £83 million. However confirmation of all of these funding sources may not fall within the package required timescales. A detailed funding strategy for phases 2, 3 and 4 will be developed.
- There are indications that the scale and complexity of the package outweighs the current resource allocation and this needs to be addressed in order to achieve the stated timescales. However by phasing the project, Armley Gyratory and elements of City Square can be delivered within the Transport Fund timescales.

Costs

The total forecast cost for the Leeds City Centre Package (LCCP) is £149.8 million. This has increased from the original 2012 forecast of £36.5 million.

The Combined Authority's total contribution to the LCCP is £79.6 million. This will be funded from the West Yorkshire plus Transport Fund's original allocation (£36.5 million), Leeds Public Transport Investment programme (£12.8 million) and over-programming against the West Yorkshire plus Transport Fund (£30.3 million).

The West Yorkshire plus Transport Funding of £66.8 million will fund the whole of Phase 1 and progression of business cases for Phases 1, 2, 3 and 4 of the LCCP. The £66.8 million includes the already approved £3.774 million development costs. No further development costs are requested as part of this report.

Timescales

The anticipated timescales of the Leeds City Centre Package phase 1 are:

- Decision point 5 for Phase 1- Armley Gyratory December 2019 and for City Square December 2020.
- Forecasted Decision point 6 for Phase 1 – Armley Gyratory December 2021, City Square December 2023.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 for Phase 1 (full business case) (two separate full business cases for Armley Gyratory and City Square)	Recommendation - Investment Committee Approval - the Combined Authority
Decision point 5 for Phase 1 (full business case with finalised costs) (two separate full business cases for Armley Gyratory and City Square)	Recommendation - Programme Appraisal Team Approval - Managing Director

Tolerances

Project tolerances
That Combined Authority funding for phase 1 should remain within 5% of costs set out in this report
That Phase 1 timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Jacque Boulton, Combined Authority
Combined Authority case officer	Sara Brook

Appraisal summary

The strategic case for the Leeds City Centre package (LCCP) is strong and based on deliverable schemes that meet core objectives whilst facilitating the development of HS2 and South Bank. Quantifiable benefits, through improved journey times, can be attributed to key phases of the scheme however further analysis is required to assess and quantify where possible the wider holistic benefits, in particular the closure to general traffic of Leeds City Square. Developing the package into a series of deliverable phases will better enable third funding to be secured and the final requirements upon the Transport Fund determined.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) The change request for Leeds City Centre Package (LCCP) to increase the funding contribution from the West Yorkshire Plus Transport Fund from £36.5 million to £66.8 million is given indicative approval, that the LCCP package will now be delivered as four individual phases is approved and work continues on Activity 4 (full business case) for Phase 1 and on Activity 3 (outline business case) for Phases 2, 3 and 4.
- (ii) The revised total package delivery cost of £149.8 million is noted of which indicative funding from the Combined Authority is £79.6 million. This will be funded from the West Yorkshire plus Transport Fund's original allocation (£36.5 million), over-programming against the West Yorkshire plus Transport Fund's requested as part of this report (£30.3 million) and Leeds Public Transport Investment programme (£12.8 million).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, which will be made through a delegation to Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.