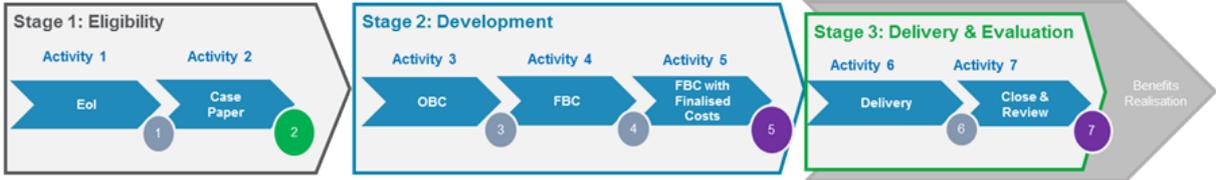


**Detailed information on transport related schemes considered by the West Yorkshire and York Investment Committee on 4 July 2018 (‘Capital spending and project approvals’).**



**Projects in Stage 1: Eligibility**

**Rochdale Canal - Cycle Safety Fund (decision point 2 - case paper)**

**Background**

The scheme, which forms part of the CityConnect Programme, will deliver 6 km of high quality cycle route in the Calderdale District between the centres of Hebden Bridge and Todmorden, building on the projects currently being delivered in the corridor to create a continuous traffic free route along the Calder Valley.

The project has been awarded £1.473 million funding by the Department for Transport following a competitive bidding process to improve cycle safety in the area and will be delivered in partnership with the Canal and River Trust and Calderdale Council.

The project will deliver against Priority 4 of the Leeds City Region Strategic Economic Plan – Infrastructure for growth, through linking people in the towns and settlements along the Calder Valley (including connecting to the rail stations) to jobs and other opportunities in the region. The proposal will contribute to the Transport Strategy target of increasing journeys by bike by 300% and “improving safety on the transport network”. In addition the scheme will contribute to the Priority 3 – Clean energy and environmental resilience through the improvements that will be made to the canal’s wash walls.

The route will provide a safe and attractive alternative to the heavily trafficked A646 for cyclists and pedestrians, which has seen an increase in road traffic accidents involving vulnerable road users. It is expected that the scheme will also unlock latent cycling and walking demand for both transport and leisure purposes, with similar projects realising increases in use of around 70% following completion. An initial assessment of the scheme suggests a BCR of 3.25:1 could be achieved.

Initial feasibility and development work has been completed previously as part of the wider CityConnect programme and it is expected that the project can progress quickly with a start on site planned for early in 2019 and completion by summer 2019.

**Outputs, benefits and inclusive growth implications**

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

- 6km of high quality cycle route (16.3km when taken in context of the wider CCAG programme delivery in the corridor)
- Connecting people to urban centres, key employment sites and economic opportunities.
- Congestion benefits will be realised through increased uptake of cycling and associated mode shift away from private car use. Mode share for cycling has been predicted to increase from 1.3% to 3.5% along the corridor, leading to a corresponding decrease in CO2 production and increasing local air quality.
- The scheme will realise significant health benefits through improved physical fitness, reduced absenteeism as well as a reduction in accidents (and the associated cost to the economy).
- Additional benefits resulting from the scheme which provides additional flood protection to homes and businesses will be realised through the associated wash wall repairs.

The scheme proposals demonstrate good value for money at this stage and its wider social benefits include health benefits such as improved fitness and reduction in accidents.

## **Risks**

The key risks and mitigating actions for this project are:

- Failure to manage tight timescales and receive approvals at appropriate stages as defined on outline project plan, allowing funding deadline to be met - Action - Detailed project plan to be produced in partnership with delivery partners.
- Insufficient funds to deliver scope of project - Action - Part of procurement exercise, design for the scheme should be packaged to allow Potential Value Engineering should costs exceed budget. The design and packages (scope) should be agreed and signed off by Executive (including Advisory Group and Programme Board sign off). Additional funding sources will also be explored to retain the project scope.
- Start on site is delayed, leading to time and cost increases - Action - twin track drafting of funding agreement with business case documentation.
- Failure to deliver project benefits due to economic case not stacking up - Action - Further analysis to be undertaken and detailed business case is to be developed.

## **Costs**

The total forecast cost to deliver the project is £1.553 million, to be funded through £1.473 million from the Combined Authority through the Department for Transport Cycle Safety Grant and £80,000 from Calderdale Council funds.

The Department for Transport grant is limited to £1.473 million.

No Combined Authority development costs are requested as part of this approval

## Timescales

The timescales of the project are:

- Completion of detailed design, consultation and sign off of designs early July 2018
- Procurement and firm costs early September 2018
- Completion of full business case (decision point 5) end September 2018
- Delivery Jan 2019 - Summer 2019 (decision point 6)

## Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

## Tolerances

Project tolerances
That scheme costs remain within those outlined in this report. That programme timescales remain within 2 months of the timescales set out in this report.

## Project responsibilities

<b>Senior Responsible Officer</b>	Kate Thompson, Combined Authority
<b>Project Manager</b>	Fiona Limb, Combined Authority Peter Stubbs, Calderdale Council
<b>Combined Authority case officer</b>	Nicholas Kiwomya

## Appraisal summary

The project has a clear strategic case and will deliver against the Leeds City Region's Strategic Economic Plan (SEP) priority 4 – Infrastructure for Growth, through providing sustainable and active transport infrastructure connecting key towns and settlements in the Calder Valley between Hebden Bridge and Todmorden and SEP priority 3 – Clean Energy and Environmental resilience through the work that will be required to the canal wash walls (to enable an improved towpath to be

built) improving flood resilience. In addition, there is a strong alignment with the Transport Strategy objectives to increase trips by bike and improve the safety of vulnerable road users as well as local plans and strategies including Calderdale's Local Plan and Health and Wellbeing strategy. The project's objectives are well defined and include the delivery of 6km of high quality cycle route which will; increase the numbers of walking and cycling trips, link to and enhance other planned transport projects in the area (CCAG and Transport Fund), deliver carbon reductions and improve air quality, reduce cyclist and pedestrian casualties and provide economic benefit to the region. The scheme has been assessed as providing good value for money with an initial benefit to cost ratio of 3.25:1, and further work will be undertaken to refine the economic appraisal for this scheme to measure the full range of benefits possible including, congestion, environmental, health and economic.

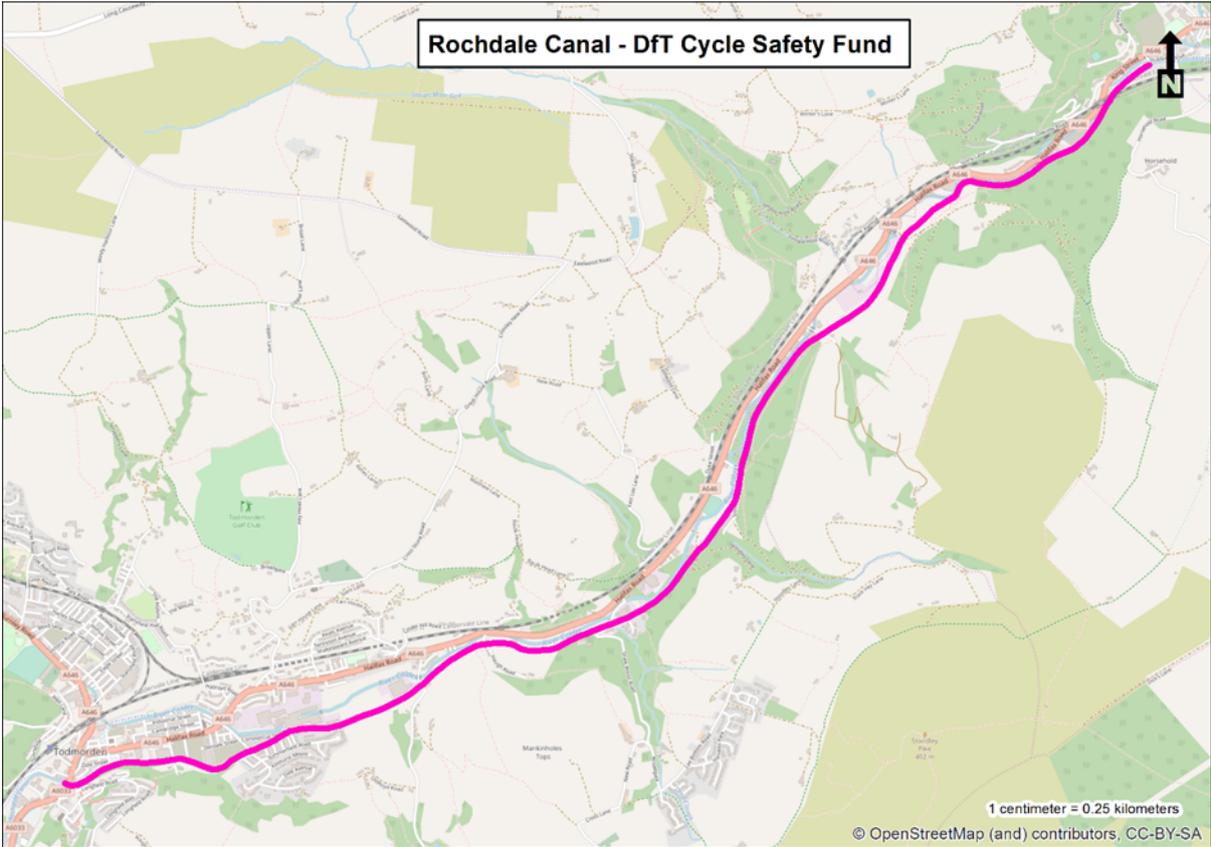
The project is well established and forms part of the CityConnect programme within initial feasibility design and costings work completed. The project has resources in place to take the scheme forward to delivery with a team from Canal and River trust and Calderdale Council undertaking the project management, design and procurement of the delivery going forward, with support from the Combined Authority's programme management team. Funding has been secured for the delivery of the project from the Department for Transport and this is being matched by external funding from Calderdale Council. The Department for Transport funding conditions and Canal and Rivers Trust working restrictions mean that the timetable for delivery is constrained but a clear critical path and key milestones are in place to deliver to this ambitious timeframe. Procurement plans are in place through the established Canal and Rivers Trust framework contractor, which has successfully been utilised for the first phase of the project, which is currently being delivered on site.

## **Recommendations**

That Investment Committee recommends to Combined Authority that:

- (i) The Rochdale Canal Towpath Improvement project proceeds through decision point 2 and work commences on activity 4 (full business case)
- (ii) That an indicative approval is given to the total project value of £1.553 million and the Combined Authority funding contribution of £1.473 million (from the Department for Transport – Cycle Safety Grant 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 remainder will be funded by £80,000 from Calderdale Council,
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by either Investment Committee or 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**

### **Corridor Improvement Programme Summary**

The Corridor Improvement programme is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), which aims to improve connectivity and accessibility to support economic growth. In order to achieve this the programme aims to deliver an 8% reduction in journey times for all traffic, with a higher target of 12% reduction in journey times for buses.

The creation of a West Yorkshire Key Route Network (WYKRN) is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.

The Corridor Improvement Programme will be delivered in three phases. The total forecast cost of the programme is £130.3 million, £125 million of which will be funded from the Combined Authority's West Yorkshire plus Transport Fund.

The following two schemes which are presented in this report form part of the Corridor Improvement Programme. They are the

- A58/A672 Corridor Improvement project
- A646/A6033 Corridor Improvement project

Both schemes are located in the Calderdale district and are being promoted by Calderdale Council.

The Corridor Improvement Programme received decision point 2 approval (case paper) from the Combined Authority on the 29th June 2017 for the programme as a whole, as part of this approval it was agreed that the 13 projects within the programme would be progressed on an individual basis to outline business case. These two schemes are the first projects from the programme to be brought forward for decision point 3 (outline business case) approval.

At decision point 2, a total forecast cost for phase 1 of the programme received an indicative approval of £67.8 million. This forecast only comprised of costs for 11 of the 13 projects from phase 1. Costs were not included for both the A58/A672 Corridor Improvement project, and the A646/A6033 Corridor Improvement projects (both of which are presented in this report for consideration). This was due to robust cost forecasts not being available at the time.

It is considered that both schemes are affordable through a mix of over-programming of Phase 1 and also from the wider Phase 2 and 3 forecast programme costs. It is intended that the Corridor Improvement Programme will be fully reviewed over the next 6 months and, if required, a change request approval sought to update the total forecast cost for Phase 1 schemes.

## **Background**

This scheme forms part of Phase 1 of the Corridor Improvement Programme.

This scheme proposes a package of focused transport interventions on the A58/A672 corridor in Calderdale to deliver highway improvements, along with improving facilities for active travel modes (cycling and walking). This includes a package of measures to improve highway efficiency for the benefit of all road users along this part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. Currently there are issues with the journey time variability between peak and off-peak time periods particularly for public transport, poor air quality due to congestion and lack of appetite for growth due to these issues on the route.

Halifax is identified as a spatial priority area in the SEP. Improved links to the economic opportunities available in Halifax from Sowerby Bridge, Ripponden and Rishworth will connect people to higher value jobs. Improvements to the A58 in Sowerby Bridge will also better link residents of the Upper Calder Valley with similar economic opportunities available in Brighouse, Elland and Huddersfield, whilst improved air quality through reduced congestion on the A58 will ensure 'good growth' is achieved.

As part of the WYKRN, the A58/A672 provides a key role linking Calderdale to the Greater Manchester City Region. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the south west will also complement parallel improvements planned on the A629, helping erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.

## **Outputs, benefits and inclusive growth implications**

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

- Improved journey time reliability on the A58/A672, particularly for public transport users and reduced variability between peak and off-peak time periods.
- Reduced congestion along the A58/A672 by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year, in order to improve productivity and attract new investment, in particular to attract new businesses to occupy employment land allocated in the emerging Local Plan.
- future housing growth supported by reducing transport constraints to development on the corridor– enabling residential units located on preferred sites accessed via the corridor in the emerging Calderdale Local Plan to be realised by 2032.

- Enhanced provision for active modes in order to increase the sustainability of new development – closing gaps in network connectivity on the walking and cycling networks to limit net growth in car trips by 2026, once trips generated by new development are accommodated.
- Improved air quality – ensure the annual mean nitrogen dioxide levels observed in the AQMA declared in Sowerby Bridge town centre are improved by the end of the opening year.
- Accidents reduced by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.

The benefit to cost ratio of this scheme has been assessed as 4.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

## **Risks**

The key risks and mitigating actions for this project are:

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.
- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through where possible works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.
- Local acceptance of the impacts of proposals. This will be mitigated by continued engagement with councillors and the wider community throughout the life of the project.

## **Costs**

The total forecast cost to deliver the project is £6.024 million. This will be funded entirely by the Combined Authority from the West Yorkshire plus Transport Fund.

Phase 1 of the programme received a total development cost approval of £4.483 million, of which £235,000 was allocated for the development of this scheme. The scheme now requires a further £706,665 to progress the scheme to full business case (decision point 4), taking the total development cost requirement to £941, 665. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

## **Timescales**

The timescales of the project are:

- It is forecast that the full business case (decision point 4) will receive approval in August 2019
- It is forecast that construction will be completed by March 2021 (decision point 6)

### Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

### Tolerances

Project tolerances
That costs should remain within 10% of the total project cost set out in this report The timescales should remain within 3 months of the timescales set out in this report

### Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Simon Collingwood

### Appraisal summary

A package of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes. The scheme involves a package of measures to improve highway efficiency for the benefit of all road users along part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.

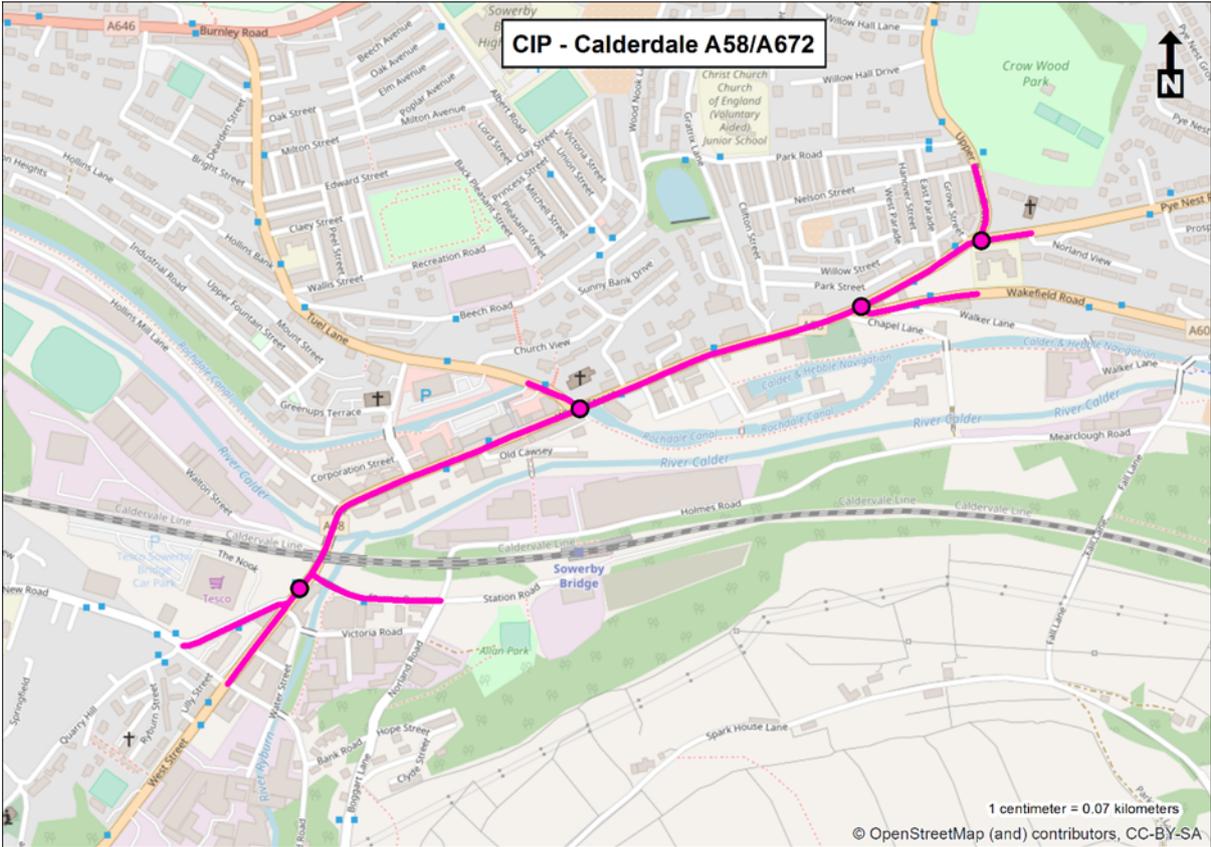
This scheme is judged to represent good value for money, which is demonstrated through a forecast benefit cost ratio of 4.3 to 1.

## **Recommendations**

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A58/A672 proceeds through decision point 3 and work commences on activity 4 (full business case)
- (ii) That an indicative approval to the total project value of £6.024 million is given to be funded from 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).
- (iii) That the development costs of £706,665 are approved in order to progress the scheme to decision point 4 (full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £706,665 from the West Yorkshire plus Transport Fund taking the total approval to £941,665.
- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

Location



## **Background**

This scheme forms part of Phase 1 of the Corridor Improvement Programme,

The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033 corridor. Current issues which will be addressed are inefficient junctions and required changes in traffic management, lack of bus facilities, lack of pedestrian crossing points, lack of cycle facilities and poor links to existing walking and cycling routes.

Halifax is identified as a spatial priority area in the Leeds City Region Strategic Economic Plan (SEP). Improved links to the economic opportunities available in Halifax from the Upper Calder Valley, will connect people to higher value jobs, whilst improvements to air quality through reduced congestion will deliver a better environment, ensuring 'good growth' credentials of the SEP are met. Potential improvements to public realm will also improve quality of life.

As part of the WYKRN, the A646/A6033 provides a key role linking Calderdale to the Greater Manchester City Region and to Lancashire. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the west will also complement parallel improvements planned on the A58/A672, helping to erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.

## **Outputs, benefits and inclusive growth implications**

- Improved journey time reliability, particularly for public transport users by reducing journey time variability between peak and off-peak time periods by 12% or more by opening year.
- Improve accessibility to employment sites by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year.
- Enable future housing growth by 2032 at sites proposed along the corridor in the Calderdale Local Plan to be realised.
- Enhanced provision for active modes and closed gaps in connectivity on the walking and cycling networks by opening year, provides an environment which promotes and encourages active mode use.
- Improve air quality by making an improvement to levels of nitrogen dioxide/particulates and achieve the European target values in the two AQMAs declared in Luddenden Foot and Hebden Bridge by opening year.
- Reduce accidents with a particular focus on collisions involving pedestrians and cyclists.

- Improving efficiency on the Key Route Network by removing parking at key pinchpoints.

The benefit to cost ratio for the scheme has been assessed as 3.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

## **Risks**

The key risks and mitigating actions for this project are:

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.
- As the design is developed it may be identified that permanent works require land purchase or access outside of adopted highway boundary. This will be mitigated through early identification of third party land requirements, early engagement with relevant land owners and managing designs where possible to mitigate the need for third party land.
- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through, where possible, works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.

## **Costs**

The total forecast cost to deliver the project is £5.092 million. This will be funded by the Combined Authority from the West Yorkshire plus Transport Fund.

Phase 1 received a total development cost approval of £4.483 million, of which £195,000 was allocated for the delivery of this scheme. The scheme now requires a further £594,581 to progress the scheme to full business case (decision point 4), taking the total development cost requirement to £789,581. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

## **Timescales**

The timescales of the project are:

- It is forecast that the full business case (decision point 4) will receive approval in August 2019
- It is forecast that construction will be completed by March 2021 (decision point 6 delivery)

## Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

## Tolerances

Project tolerances
That costs should remain within 10% of the total project cost set out in this report The timescales should remain within 3 months of the timescales set out in this report

## Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Simon Collingwood

## Appraisal summary

The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033.

The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.

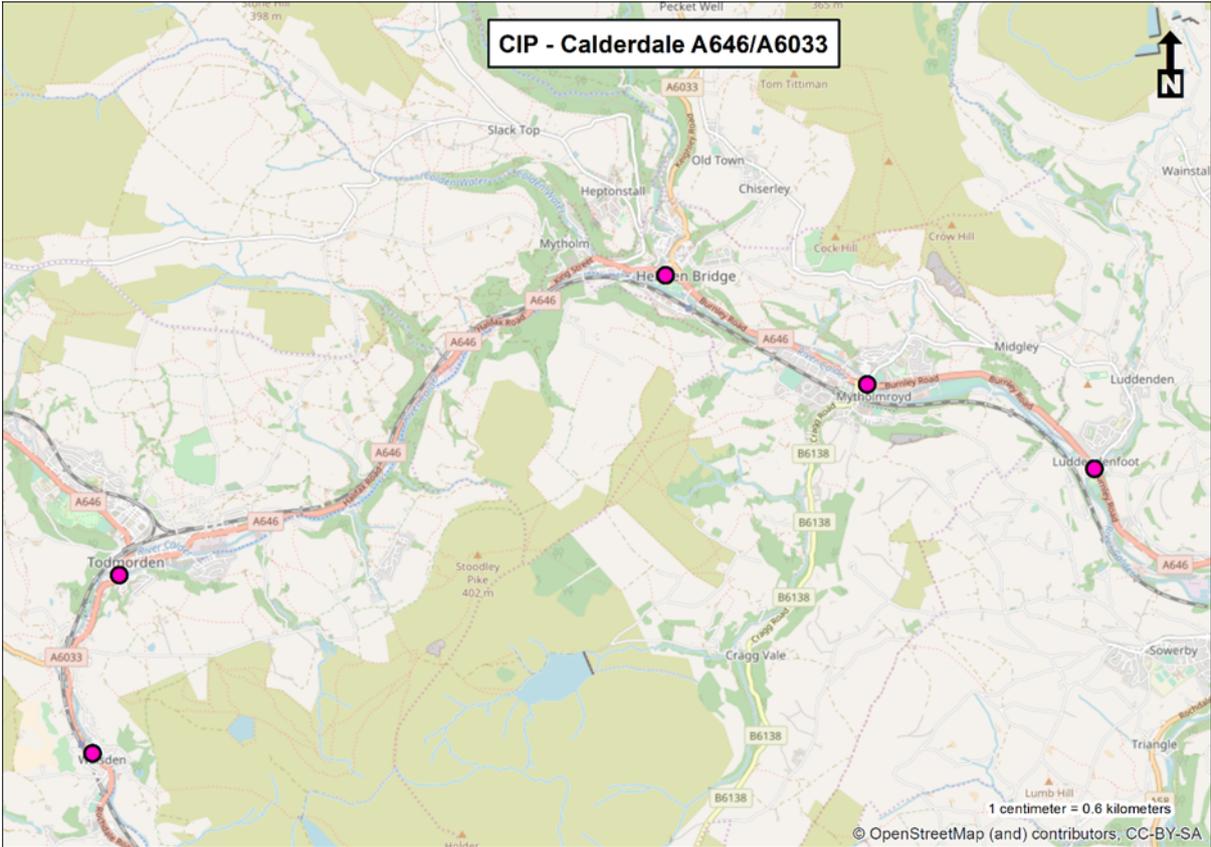
It is judged that the scheme represents good value for money and will deliver a predicted benefit cost ratio value of 3.3 to1.

## Recommendations

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A646/6033 proceeds through decision point 3 and work commences on Activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £5.092 million is given to be funded from 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)
- (iii) That the development costs of £594,581 are approved in order to progress the scheme to decision point 4(full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £594,581 from the West Yorkshire plus Transport Fund taking the total approval to £789,581.
- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

# Location



## Halifax station gateway (change request)

### Background

The Halifax Station Gateway project will deliver a transformational redevelopment of Halifax Rail Station. A new iconic station building will be constructed, connecting architecturally with the Grade II Listed 1855 Building.

A new platform will be delivered, substantially increasing passenger platform capacity at Halifax. The land in front of the station - owned by Calderdale Council and currently leased to Eureka! The Children's Museum - will be developed into an attractive landscaped 'Station Gardens'. The 'Station Gardens' will connect the station with Halifax Town Centre via both the Piece Hall and Horton Street, and to Eureka! The Children's Museum.

The project will provide environmentally sensitive regeneration to legacy railway land, and deliver high quality pedestrian journey opportunities between Halifax rail station and the town centre core. The project is being developed by Calderdale Council in parallel with the West Yorkshire plus Transport Fund A629 Halifax Town Centre (phase 2) project. In combination these projects will transform the Eastern Gateway to Halifax Town Centre.

### Description of change request

Calderdale Council requires additional development funding to support further project development to maintain the project programme leading to outline business case (OBC) submission.

### Outputs, benefits and inclusive growth implications

It is expected that the project will:

- Increase the number of jobs and income per capita within Halifax above baseline trends within 5 years of project completion
- Increase the number and proportion of journeys to Halifax by rail in excess of industry forecasts (RUMS ) within 5 years of project completion
- Increase the level of investment by existing employers within Halifax above current levels within 5 years of project completion
- Increase the number of local business start-ups and external businesses establishing a base in Halifax above the baseline trend within 5 years of project completion
- Further work will take place on the business case which will include the production of a benefit cost ratio as the project develops.

### Risks

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

- The scheme does not secure all the required funding to be delivered. This will be mitigated by the promoter working closely with other public and private

sector partners to identify potential match funding early in the development process, and pursuing relevant funding opportunities.

- A lack of funding leads to the timescales slipping further, which impacts on the project programme. This will be mitigated by robust programme management, and early identification of potential appropriate match funding sources.

## Costs

The total cost of the scheme is forecast to be £28.2 million, of which £10.6 million will be funded by the Combined Authority from the West Yorkshire plus Transport Fund. £315,000 development costs were approved, when the scheme passed through the equivalent to decision point 2 in 2016. An additional £793,000 is now sought by Calderdale Council to undertake additional feasibility works and produce a comprehensive outline business case and progress the scheme to decision point 3. This takes the total expenditure approval to £1.108 million. 16% of anticipated revised scheme costs are forecast to be spent on development.

## Timescales

The anticipated timescales of the project:

- Approval of an updated outline business case (decision point 3) is forecast to be achieved in Spring 2019
- The revised full approval at decision point 5 is forecast to be achieved in Winter 2020
- The revised forecasted completion date (decision point 7), will be Winter 2023

## 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: Combined Authority's Programme Appraisal Team Approval: Combined Authority's Managing Director
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 costs should remain within 10% of the costs outlined in this report  
That timescales should remain within 3 months of the timescales set out in this report

### **Project responsibilities**

<b>Senior Responsible Officer</b>	Mark Thompson, Calderdale Council
<b>Project Manager</b>	Sarah Callaghan, Calderdale Council
<b>Combined Authority case officer</b>	Rachel Jones

### **Appraisal summary**

The scheme requires additional development funding to be brought forward to undertake further feasibility work to enhance the outline business case. The updated outline business case will be re-appraised when it is submitted, and recommendations presented to the Programme Appraisal Team.

### **Recommendations**

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Halifax Station Gateway project of £793,000 additional development funds is approved. This takes the total approved development funds to £1.108 million.
- (ii) The Combined Authority enters into a £793,000 addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1.108 million from the West Yorkshire plus Transport Fund.
- (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at decision points 4 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.