

Report to:	Combined Authority
Date:	14 March 2024
Subject:	Project Approvals - Investment Priority 5 – Delivering Sustainable, Integrated, Inclusive and Affordable Transport
Director:	Simon Warburton, Executive Director, Transport
Author:	Craig Taylor, Head of Strategic Portfolio Office

1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for projects under Investment Priority 5 – Delivering Sustainable, Integrated, Inclusive and Affordable Transport, within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



- 1.2 The recommendations can be found in Section 12 of this report.

2 Report

- 2.1 This report presents proposals for the progression of schemes through the Combined Authority’s assurance process in line with the Combined Authority’s Assurance Framework. Further details on the schemes summarised below can be found as part of this report.

3 Investment Priority 5 (IP5) - Delivering Sustainable, Integrated, Inclusive and Affordable Transport

- 3.1 The West Yorkshire Investment Strategy (WYIS) sets out the Investment Priorities for the period 1 April 2021 to 31 March 2024 across six areas. In each, a number of priority project / programme areas have been identified that are the focus for intervention.
- 3.2 Investment Priority 5 will deliver a range of programmes and schemes which focus on:
- Creating an affordable, simple, integrated, and accessible system for people to travel anywhere by public transport.

- Increasing passenger numbers on bus, rail, and future transport networks.
- Improving air quality and reduction in car dominance.
- Ensuring that people are enabled to make sustainable travel choices from housing and employment sites.
- Transforming access for communities where households have prolonged experiences of poverty, to employment opportunities and skills centres.
- Enhancements in ticketing and travel information.
- Buses being an effective and affordable mode of transport.
- Enhancing customer satisfaction with public transport.

Active Travel Fund Programme Update

EATF Update

- 3.3 The Emergency Active Travel Fund (EATF) has now been successfully delivered.

ATF2 update

- 3.4 The majority of the Active Travel Fund 2 (ATF2) programme, which was due to complete by 31 March 2022, has now been delivered, schemes still to be delivered include the Accessibility works to Huddersfield Narrow Canal, Chapeltown Active Travel Neighbourhood amendments, Armley Active Travel Neighbourhood and Spen Valley Greenway (Primrose Lane).
- 3.5 To enable efficient delivery of the remainder of the programme, there have been changes to some ATF2 schemes to reflect changing priorities, milestones, outputs, and costs. Approval of these changes are being sought and full details of these changes can be found in the main body of this report.
- 3.6 Active Travel England (ATE) have been involved in discussions around all changes to the ATF2 programme. Although ATF2 pre-dates the formation of ATE, changes to the ATF2 programme are subject to ATE's approval via their change control process.

ATF3 update

- 3.7 The Active Travel Fund 3 (ATF3) programme is due to complete by 31 March 2024, and many schemes within the programme have been delivered. There have been several changes to schemes within the ATF3 programme to reflect changing priorities and cost increases. This includes schemes that are forecast to go beyond the March 2024 completion deadline. Approval of these changes are being sought and full details of these changes can be found in the main body of this report.

- 3.8 ATE have been involved in discussions around all changes to the ATF3 programme. Changes to the ATF3 programme are subject to ATE approval via their change control process.

ATF4 update

- 3.9 The Active Travel Fund 4 (ATF4) programme continues in development, with schemes working up Business Justification Cases or Full Business Cases for approval.
- 3.10 To date three schemes have had Approval to Proceed submissions approved and are now in delivery, though all are not currently on site. These schemes are West Yorkshire School Streets, Eastern Gateway and the Bentleys Residential Area
- 3.11 The Holbeck Connector scheme has also received approval of a Business Justification Case and is now in delivery, though work on site has not yet commenced.
- 3.12 Districts continue to engage with the Combined Authority Programme and Strategic Portfolio Office teams to develop business cases.
- 3.13 ATF4 schemes will all progress through the Combined Authority's Quality Panel, and districts are engaging the Combined Authority's Programme team to ensure designs meet the required standards from the Combined Authority and ATE.

Scheme summaries

<p>BCPC Kings Road Sustainable Transport Corridor Bradford</p>	<p><u>Scheme Description</u></p> <p>The Kings Road corridor is a key traffic route into Bradford City Centre. The scheme will introduce additional bus priority, a new cycle lane, improved bus stop facilities and pedestrian provision, and the reduction to some speed limits.</p> <p>The scheme is to be delivered through the City Region Sustainable Transport Settlement (CRSTS) fund.</p> <p><u>Impact</u></p> <p>The interventions will encourage local trips to be made by bus, walking, or cycling and reducing the speed limit will improve safety and reduce risk of casualties.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 1.01. This is categorised as low value for money. A more detailed appraisal of benefits, including mode shift and social and environmental impacts, will be carried out at the next decision point which should improve the BCR.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (SOC) and work commenced on activity 3 (OBC).</p> <p>Total value of the scheme - £34,999,161</p> <p>Total value of Combined Authority funding - £34,999,161</p> <p>Funding recommendation sought - £3,540,990</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Bus Highway Hotspot Improvements Programme (BHHIP) Bradford, Leeds, and Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver bus priority improvements at ten key locations on the highway network in Bradford, Leeds and Wakefield, to improve journey time reliability for bus users and reduce congestion for other modes.</p> <p>The scheme is to be delivered primarily through the Levelling Up Fund 2 programme with some funding also from City Regional Sustainable Transport Settlement (CRSTS) fund.</p> <p><u>Impact</u></p> <p>The programme is designed to help remove barriers to bus travel in West Yorkshire, improving connectivity and accessibility to opportunities to jobs, education and training, particularly for those living in low-income communities with limited access to cars. This will help deliver inclusive growth and encourage modal shift towards public transport to contribute to the decarbonisation of the transport network.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 0.6:1. This is categorised as poor value for money. This is predominantly due to a single scheme of strategic significance. The BCR without this scheme is 2.7:1, representing 'high' value for money.</p> <p><u>Decision sought</u></p> <p>The Bus Highway Hotspot Improvement Programme proceeds through decision point 2 (strategic outline case) and work commences on development of the relevant business cases for each individual scheme.</p> <p>Total value of the scheme - £2,083,359</p> <p>Total value of Combined Authority funding - £2,083,359</p> <p>Funding recommendation sought - £1,743,359</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Huddersfield Rail Station Connections</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver improvements to the walking, cycling and public transport infrastructure in Huddersfield Town Centre, to make it easier and safer for pedestrians, cyclists and public transport users to access the rail station and the rest of the town centre.</p> <p>The scheme is to be delivered through the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The scheme aims to deliver measurable improvements to journeys by public transport, walking and cycling into the rail station and the town centre.</p> <p>It will improve the safety pedestrians and cyclists in the town centre and help to better connect low-income households in Huddersfield with employment, training and educational opportunities across the region,</p> <p>The scheme has a benefit cost ratio of 1.44. This is low value for money. The scheme will provide benefits for pedestrians, cyclists, and bus users, with the disbenefits to motorists. Should highway disbenefits be discounted, the BCR could potentially increase above 1.8, which would represent medium value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (Outline business case) and work commences on activity 4 (Full business case).</p> <p>Total value of the scheme - £18,702,478</p> <p>Total value of Combined Authority funding - £15,702,478</p> <p>Funding recommendation sought - £924,323</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>TCF Dewsbury – Batley – Chidswell Sustainable Travel Corridor</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The scheme is to provide new and upgraded cycle provision, pedestrian route improvements, junction upgrades and crossing facilities, primarily along the A652 corridor route linking Dewsbury to Batley Rail Station and onwards to Chidswell.</p> <p>The scheme is to be delivered through the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The improved walking and cycling travel routes along the Dewsbury, Batley and Chidswell A652 corridor will encourage the uptake of trips to key employment, education, and housing sites by foot or bike, reducing car dependency, and contribute to reducing carbon emissions and improving local air quality, which will help improve people's health and wellbeing.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 0.5:1. This is categorised as poor value for money. The scheme was calculated to have relatively high benefits for pedestrians and cyclists however, the BCR result is due to the costs for the scheme and some disbenefits to highway users. The BCR potentially represents a worst-case scenario and other benefits of the scheme, such as cumulative impacts and wider economic benefits, have not been quantified.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £9,992,299</p> <p>Total value of Combined Authority funding - £9,992,299</p> <p>Funding recommendation sought - £926,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>TCF Harrogate Railway Station Gateway - Active Travel Improvement Harrogate</p>	<p>Scheme description</p> <p>The scheme will deliver walking, cycling, and bus improvements in Harrogate town centre, principally along Station Parade up to the Station Bridge junction, adjacent to the Harrogate bus and rail stations.</p> <p>The scheme is to be delivered through the Transforming Cities fund (TCF).</p> <p>Impact</p> <p>The scheme will encourage more people to make local trips by walking, cycling, or the bus, instead of the car, easing congestion on the local highway network in Harrogate and contribute to reducing carbon emissions and improving local air quality.</p> <p>Delivery of public realm improvements such as new paving at Station Square will improve the sense of place and arrival into Harrogate.</p> <p>The value for money assessment benefit cost ratio (BCR) is 0.8:1. This is categorised as poor value for money. The poor BCR is largely because of increase in scheme costs combined with a reduced scope, with the scheme to mainly disbenefit highway users, noting the limitations of the traffic modelling to assess all impacts, and modest walking, cycling, and bus benefits are retained, in line with the funding objectives.</p> <p>Decision sought</p> <p>Approval to proceed through decision point 4 (full business case) to activity 5 (delivery) subject to conditions.</p> <p>Total value of the scheme - £12,056,970</p> <p>Total value of Combined Authority funding - £11,006,970</p> <p>Funding recommendation sought - £11,006,970</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>TCF Skipton Railway Station Gateway - Active Travel Improvement</p> <p>Skipton</p>	<p><u>Scheme description</u></p> <p>The scheme aims to enhance the Skipton Railway Station forecourt and improve walking routes between the railway station, the bus station and Skipton town centre through the provision of improvements to the pedestrian facilities. The proposed interventions will transform Skipton Railway Station to a sustainable travel hub improving the connections between Skipton and the wider region, supporting inclusive and sustainable economic growth.</p> <p>The Transforming Cities Fund will be utilised to fund phase 1 of this scheme, North Yorkshire Council are investigating potential funding sources for phase 2.</p> <p>The scheme is to be delivered through the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The scheme is expected to encourage more trips to be made by bus, rail and on foot, supporting clean growth through the reduction in car trips and car kilometres on the Skipton Road network, contributing to reduced greenhouse gas emissions and improved air quality.</p> <p>The scheme is anticipated to have wider social benefits, promoting inclusive growth by improving accessibility to Skipton railway and bus stations and consequently to employment and educational opportunities across the wider region.</p> <p>The scheme's value for money assessment for Phase 1 reflects a benefit cost ratio (BCR) of 4.25:1 which represents 'very high' value for money. The benefit cost ratio (BCR) for both phases of the scheme is 3.03:1 which represents 'high' value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £7,171,771 (Phase 1) / £15,070,000 (Phase 1 & 2)</p> <p>Total value of Combined Authority funding - £6,971,771 (Phase 1)</p> <p>Funding recommendation sought - £6,971,771 (Phase 1)</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>TCF Selby Station Gateway</p> <p>Selby</p>	<p><u>Scheme description</u></p> <p>The scheme includes transformative measures focussed on Selby Rail Station and its surrounding area. It comprises Selby Station Gateway, Ousegate Active Travel Corridor, and Eastern Station Access.</p> <p>It includes a light touch refurbishment of the exterior of the station entrance as well as improvements to pedestrian and cycle accessibility.</p> <p>The scheme is to be delivered through the Transforming Cities Fund (TCF).</p> <p><u>Impact</u></p> <p>The external refurbishment of the station and the accessibility improvements in the adjacent area are expected to increase footfall in the Station Gateway area and improve passenger satisfaction levels with the rail station. Accessibility improvements will be particularly beneficial for those with mobility impairments.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 0.31:1. This is categorised as poor value for money. The Poor VfM rating is largely as a result of highway user disbenefits, such as increased journey times. When the highway impacts are removed, the value for money category is High.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £25,375,508</p> <p>Total value of Combined Authority funding - £20,289,375</p> <p>Funding recommendation sought - £14,376,375</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Kirklees Speed Limit Review</p> <p>Kirklees District</p>	<p><u>Scheme description</u></p> <p>This scheme will improve road safety and develop improved facilities for walking and cycling school related trips within Kirklees. This will be delivered through a package of interventions which will include the review of existing 20mph speed limit zones, the production of school travel action plans as well as the replacement of missing or damaged speed limit signs and lines.</p> <p>The scheme is to be delivered through the City Regional Sustainable Transport Settlement fund.</p> <p><u>Impact</u></p> <p>The scheme will improve speed limit compliance to improve road safety and will increase the number of children that are able to walk or cycle to school through the development and implementation of active travel action plans for targeted schools. The reduction of the number of journeys to and from school taken by car supports the reduction of carbon emissions and improved active travel connectivity to education sites.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 1.2:1. This demonstrates that the scheme would have a net positive effect but is categorised as low value for money. The calculation, however, was only based on the speed reduction element of the scheme, due to its stage of development, and other potential road safety benefits could materialise.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 to 4 (business justification) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £1,052,000</p> <p>Total value of Combined Authority funding - £900,000</p> <p>Funding recommendation sought - £875,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>A58/A672 Corridor Improvement</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme is currently delivering a package of transport interventions 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.</p> <p>A change request is required to increase the Combined Authority contribution, revise the scheme scope, and extend the delivery timescale, so that work can continue and be completed on site.</p> <p>The scheme will be funded by the West Yorkshire-plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme will reduce journey times for all users along the corridor, supporting an improvement in journey reliability and reducing the levels of congestion, which will also improve the local air quality. Delivery of sustainable travel improvements will benefit bus users, pedestrians, and cyclists who wish to make local trips by bus, foot, or bike. The package of measures will also collectively improve road safety for all users.</p> <p><u>Decision sought</u></p> <p>Approval of the change request to increase the Combined Authority contribution, revise the scheme scope, and extend the delivery timescale, and work continues on activity 5 (delivery).</p> <p>Total value of the scheme - £6,775,769</p> <p>Total value of Combined Authority funding - £6,775,769</p> <p>Funding recommendation sought - £1,333,769</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Zero Emission Bus Regional Area (ZEBRA) West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The Combined Authority's Zero Emission Bus Regional Area (ZEBRA) (Phase 1) scheme is delivering 136 new zero emission buses (ZEBs) and supporting infrastructure into the West Yorkshire bus fleet. These new buses will be 'best of fleet' and are being introduced along agreed routes in Leeds, Wakefield and Bradford to communities with some of the highest levels of air pollution in the City Region.</p> <p>This project is the first of three phases within the Zero Emission Bus (ZEB) programme.</p> <p>This change request seeks approval to a change of project scope and redistribution funding between two of the three bus operators that the combined Authority is working with to introduce the new buses, and to extend the overall delivery timescales.</p> <p>In addition, advance approval of DfT ZEBRA 2 funding is sought, so that orders for new zero emission buses can be placed immediately, if an award is made.</p> <p>This project is funded from the Zero Emission Bus Regional Area (ZEBRA) Fund.</p> <p><u>Impact</u></p> <p>The scope change will increase the number of ZEB's being delivered from 136 to 141, widening the decarbonisation and air quality benefits of the scheme. If awarded, the additional ZEBRA 2 funding will increase this to 183 ZEBs.</p> <p>The benefit cost ratio BCR for the ZEBRA scheme is 1.5:1 to 2:1 representing medium values for money (VfM). If awarded, the ZEBRA 2 funded elements have a BCR of 2.05:1 representing high value for money VfM.</p> <p><u>Decision sought</u></p> <p>The change request to change the scope to redistribute funds between providers, and to accept funding for ZEBRA 2 funding, if awarded, is approved and work continues activity 5 (delivery).</p> <p>Total value of Combined Authority funding – up to £36,505,365 Total Value of CA funding - up to £36,505,365 Funding recommendation sought – up to £6,196,125</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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Active Travel Fund and Capability Fund Programme – Active Travel Fund 4 Extension and Capability Fund Extension

West Yorkshire

Scheme description

The Active Travel Fund (ATF) programme delivers improved and safe walking, wheeling, and cycling infrastructure across West Yorkshire. The Capability Fund programme provides behaviour change interventions across West Yorkshire at both a district and region-led level to encourage and enable cycling, wheeling and walking and also assists in developing a pipeline of schemes for future active travel funded works by carrying out appropriate feasibility studies.

The Active Travel Fund 4 Extension (ATF4E) and Capability Fund Extension schemes will build on the Emergency Active Travel Fund (EATF), Active Travel Fund Tranches 2, 3 & 4 and the Capability Fund.

The ATF4E will be funded through the Active Travel England (ATE) ATF4E funding award and the Capability Fund Extension will be funded through the Active Travel England Capability Funding Extension award.

Impact

Delivery of these active travel infrastructure enhancement schemes will make it easier for more people to travel to work, education, and training more sustainably and by more affordable means when compared to private car ownership.

The Capability Fund programme will support in developing Policy initiatives and the development of feasibility for a pipeline of schemes ready to respond to future funding calls. The Capability Fund will also contribute and expand the Combined Authority's and district Partners existing behaviour change programme to encourage and enable wider use of cycling, wheeling and walking.

For ATF4 schemes the Benefit Cost Ratio's (BCR) ranges from 1.61 to 9.52, classifying schemes as Medium to very high value for money (VfM). Further appraisal will be carried out through the respective project business cases.

Decision sought

Approval of the change request to accept new funding into and expand the scope of the Active Travel Programme Tranche 4 and change funding allocations and timescales within Tranches 2 and 3.

Total value of the scheme - £24,309,438

Total value of Combined Authority funding - £24,309,438

Funding recommendation sought - £3,082,319

A decision by the Combined Authority is sought as part of this report

3.14 Since the Combined Authority’s meeting on 01 February 2024, no decision points or change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Transport Committee.

Transport schemes delegation of approval of schemes to Transport Committee or Chief Executive due to gap in Committee.

3.15 A number of complex transport schemes are currently delivering at pace. There is a gap in Committees after this Committee and therefore a delay in opportunities for schemes to be approved, affecting delivery timescales. The next Combined Authority is not until 20 June 2024 and further ones have not yet been diarised.

3.16 To maintain programme delivery and spend targets a delegation is sought from the Combined Authority to the Transport Committee, taking place 24 May 2024, for the following schemes plus any others identified following this meeting:

<p>Leeds City Bus Station Roof Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will seek to replace all of the existing roof at Leeds Bus Station and the supporting sub-structure and existing Real Time Information (RTI), CCTV, Fire Alarms and all associated services and utility infrastructure currently attached to the roof.</p> <p><u>Impact</u></p> <p>The scheme will look to:</p> <ul style="list-style-type: none"> • Reduce the whole of life carbon for the site by introducing multiple solar panels, green roofing, rainwater harvesting, and improved building heating and cooling. • Create a bio-diversity net gain by incorporating wild-flowering as part of the green roof installation. • Prioritise West Yorkshire sub-contractors and supporting apprenticeships and green jobs.
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<p>Horsefair Wakefield</p>	<p><u>Scheme description</u></p> <p>The Horsefair Gateway, an accelerated Sub-Package of the TCF A639 Leeds to Pontefract Corridor, aims to transform the historic gateway of Pontefract Town Centre, by enhancing the urban realm of Horsefair and the adjoining areas of Northgate, Finkle Street, Broad Lane, Micklegate, and Castle Garth. Its primary focus is to create a pedestrian-friendly environment that strengthens the link between Pontefract’s historic Town Centre and its Castle, elevating the visitor experience and promoting a cleaner, eco-friendly high street.</p> <p><u>Impact</u></p> <p>It seeks to enhance safety and accessibility for pedestrians and cyclists, encouraging the use of sustainable transport by making the area less car dominated through rationalising vehicle movements and reducing car parking availability.</p>
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3.17 The Combined Authority approves that:

- (i) Where scheme approval is required before 20 June 2024, the schemes outlined in paragraph 3.16 are delegated for approval to the Transport Committee, due to expediency of delivery.

4 Information

4.1 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

4.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

Projects in Stage 1: Assessment and Sequencing

4.3 There are no schemes to review at this stage.

Projects in Stage 2: Scheme development

Project Title	BCPC Kings Road Sustainable Transport Corridor
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

- 4.4 The King Road Sustainable Transport Corridor scheme will be funded from City Region Sustainable Transport Settlements (CRSTS) Fund. The £830,000,000 CRSTS fund was awarded to the Combined Authority on 1 April 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling) the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire and the pressure this creates on the transport network so that public transport become an attractive and truly viable alternative to the car.
- 4.5 The King Road corridor is a key traffic route into Bradford City Centre. This corridor currently experiences high levels of congestion which impacts bus service journey times and reliability. The current bus stop facilities have been identified as needing improvement as have the footpaths, pedestrian crossing points, and infrastructure for cyclists. The exist challenges have created accessibility and safety issues. This has made walking, cycling, and use of public transport on this corridor an unattractive choice of travel.
- 4.6 To address the challenges, the scheme has developed a package of measures which include:
- New bus lanes and bus priority at junctions.
 - Improvements to bus stop waiting facilities such as shelters, seating, real time information and route finding.
 - New cycle lanes.
 - Improvements to pavements and new crossing points.
 - Reducing speed limits to provide a consistent speed limit along the corridor and implementing corridor wide parking management measures.
- 4.7 The scheme objectives include:
- Improve the overall bus user experience.
 - Create a safe & accessible corridor for all.
 - Improve active travel connectivity and quality of place.
 - Mitigate carbon and reduce emissions.
 - Align with and support planned growth and investment.
- 4.8 The scheme will help deliver objectives of the CRSTS programme, as well as the West Yorkshire Mayoral pledge of “tackling the climate emergency and protecting the environment” and priorities of the Strategic Economic Framework including “Enabling Inclusive Growth”.
- 4.9 A summary of the scheme’s business case and location map is included in **Appendix 1**.

Outputs and Outcomes

4.10 The scheme outputs are:

- 4.3km of new bus lanes.
- 5.2km of new segregated cycle lanes.
- 10 new walking and cycling crossing points.
- 1 bus priority signal.
- 21 bus stops upgraded, including new shelters, seating, and routing information.
- 5 modal filters (access only).
- 1 CYCLOPS / Dutch style signalised cycling junction enhancement.
- 1 upgraded underpass (Botany Avenue, to allow cycle movements without barriers).
- 1,700sqm of new public, green space.
- 7,367sqm of public realm improvements including pavement upgrades.

4.11 The scheme outcomes are:

- Increase bus users along the corridor by 2030.
- Increase cycle trips along the corridor by 2030.
- Increase walking trips along the corridor by 2030.
- Reduce bus journey times in peak hours and improve bus journey reliability by 2030.
- Reduce traffic flow in peak hours by 2030.
- Reduce carbon emissions along the corridor by 2030.
- Improve the air quality along the corridor by reducing NO2 concentrations by 2030.
- Improve safety with zero pedestrian casualties by 2030.
- Improve quality of street environment using the Healthy Streets design check.
- Improve perception of the corridor by bus users, cyclists, and pedestrians when compared to the pre-scheme survey.

4.12 The value for money assessment indicates a Benefit Cost Ratio (BCR) of 1.01, categorising the scheme as low value for money. A more detailed appraisal of benefits, including mode shift and social and environmental impacts, will be carried out at the next decision point which should improve the BCR.

Tackling the Climate Emergency Implications

4.13 The scheme tackling climate emergency implications are:

- Improved walking, cycling, and bus infrastructure will encourage commuters to make local trips by foot, bike, or bus instead of the car, reducing traffic congestion and car distance travelled and subsequently reduce carbon emissions and improve local air quality.
- With more people cycling to work or accessing retail and education sites, this will encourage those organisations to act and improve cycle facilities at their site.
- The scheme will integrate green infrastructure into the design (e.g., new trees and planting) and support the natural ecosystem to achieve a minimum biodiversity net gain of 10%.

4.14 A stage 1 Carbon Impact Assessment has been carried out indicating support to reducing greenhouse gas emissions and encouraging modal shift to walking, cycling, and public transport. Stage 2 Carbon Impact Assessment is to be carried out at outline business case stage.

Inclusive Growth Implications

4.15 The scheme inclusive growth implications are:

- The scheme will better connect low-income residential areas in northeast Bradford who typically have low car ownership with the economic opportunities and investment that is occurring in Bradford city centre and surrounding areas. This will enhance access to employment, education, training, retail, and housing sites by bus, walking, and bike.

Equality and Diversity Implications

4.16 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case.

4.17 The scheme will improve accessibility and perceptions of safety along the corridor for all users, including protected groups, by improving bus stop facilities, providing step free widened footpaths with dropped kerbs and raised crossings, and enhanced lighting.

Consultation and Engagement

4.18 Engagement has been carried out with a number of stakeholders, such as local schools, bus operators, mobility planning groups, local councillors and Ward members, and local businesses, through a mix of in person and virtual meetings, as well as email communications. Feedback received has helped develop the scheme with a full public consultation exercise to be carried out ahead of the OBC submission.

Risks

4.19 The key scheme risks and mitigations are:

- Utility diversions results in significant diversion costs and impact to the programme. This will be mitigated by securing relevant utility surveys and

carrying all relevant ground investigations to give confidence to the scheme design at outline business case.

- That sections of the scheme do not comply with the Department for Transport Local Transport Note 1/20 Design Standards (LTN1/20), impacting deliverability. This will be mitigated by holding early engagement with the Combined Authority's Quality Panel and Active Travel England, with feedback to be incorporated into the scheme design.
- That the scheme fails to gain or maintain political support, impacting deliverability. This will be mitigated by ensuring the Portfolio Holder, Ward Members, and internal team at Bradford Council are kept informed of all business case development updates.
- That the available budget is exceeded because of inflation cost impacts, impacting affordability and deliverability of the preferred scheme. This will be mitigated by holding regular cost reviews with the construction contractor and design partner procured on a design and build contract.

Costs

- 4.20 The total forecast scheme cost is £34,999,161.
- 4.21 The scheme will be fully funded from the Combined Authority's CRSTS programme.
- 4.22 At decision point 1 (strategic assessment) up to £250,000 of development costs were approved to develop the strategic outline case (SOC).
- 4.23 At decision point 2 (SOC), additional approval of £3,540,990 is sought to progress the scheme to decision point 3 (OBC), taking the total approval to £3,790,990.
- 4.24 The Combined Authority will need to enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £3,790,900 from the CRSTS Fund.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	25/04/2025
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive (CE)	26/11/2025
5 (completion/service delivery)	Recommendation: Combined Authority's Programme Appraisal Team	28/04/2027

	Decision Combined Authority's Director of Transport, Policy and Delivery (DoTPD):	
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Other Key Timescales

- Construction is forecast to commence in February 2026.
- Construction is forecast to complete in March 2027.

Assurance Tolerances

- 4.25 This approval is the first decision point for the scheme at committee. The assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.26 The SOC provides detail on the strategic drivers including support to CRSTS funding objectives; and sets out engagement carried out with key stakeholders to support development of the scheme.
- 4.27 The business case also sets out the design and build route to procure construction works with a contractor and design partner in place.
- 4.28 Scheme costs have been suitably presented, including allowance for risk and inflation impacts. There will be greater confidence in the cost once appropriate surveys are carried out at outline business case.
- 4.29 The economic case presents sufficient detail on the optioneering process, and the forecast scheme benefits, with early indication that the scheme will deliver good active mode (walking, cycling) and bus benefits in line with the intended objectives of the CRSTS programme.
- 4.30 An indicative delivery programme is presented as well as an early understanding of scheme risks. Bradford Council will lead on the development and delivery of the scheme and have experience in delivering highways schemes of this nature. It appears the scheme is deliverable under Permitted Development Rights with no requirement to purchase 3rd party land. New and amended Traffic Regulation Orders will be required and will be better understood at OBC stage.

Recommendations

- 4.31 The Combined Authority approves that:

- (i) The BCPC Kings Road Sustainable Transport Corridor scheme proceeds through strategic outline case (decision point 2) and work commences on outline business case (decision point 3).
- (ii) An indicative approval to the Combined Authority contribution of £34,999,161 is given. The total scheme value is £34,999,161.
- (iii) Development costs of £3,540,990 are approved in order to progress the scheme to outline business case (decision point 3) taking the total scheme approval to £3,790,990.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Metropolitan District Council for expenditure of up to £3,790,990.
- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Bus Highway Hotspot Improvements Programme (BHHIP)
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

- 4.32 The scheme will be primarily funded by the Department for Transport's (DfT) Levelling Up Fund 2 (LUF2) programme.
- 4.33 Levelling up is at the heart of the government's agenda to build back better after the pandemic and to deliver for citizens in every part of the UK. The second round (LUF2) focuses on three investment themes:
- Transport investment - including (but not limited to) public transport, active travel, bridge repairs, bus priority, local road improvements, major structural maintenance, and accessibility improvements.

- Regeneration and town centre investment - building on the Towns Fund framework to upgrade eyesore buildings and dated infrastructure; acquire and regenerate brownfield sites; invest in secure community infrastructure and crime reduction; and bring public services and safe, accessible community spaces into town and city centres.
- Cultural investment – maintaining, regenerating, or creatively repurposing existing cultural, creative, heritage and sporting assets, or creating new assets that serve those purposes including theatres, museums, galleries, production facilities, libraries, visitor attractions, and sports and athletics facilities.

4.34 The LUF2 programme was expected to run to March 2025 but following delay to the award timescales, the DfT has given allowance for scheme completion to March 2026.

4.35 A key issue for buses and their passengers throughout the region is bottlenecks which cause a disproportionate amount of delay and reduce bus reliability. The Bus Highways Hotspot Improvement Programme looks to tackle this issue through the ten scheme which make up this Bus Highways Hotspot Improvement Programme. The locations were identified by working with bus operators as part of the LUF2 bid, the bus operators noted these locations as being particularly problematic to bus services.

4.36 The schemes which were successful and included in The Bus Highways Hotspot Improvement Programme were:

- A647 Leeds Road/Garnett Street, City Centre, Bradford Council
- Bolton Road/Leeds Road/Stone Hall Road, Eccleshill, Bradford Council
- Little Horton Lane/Park Lane, City Centre, Bradford Council
- Leeds Road/Laisterdyke, Laisterdyke, Bradford Council
- Selby Road/Chapel Street, Halton, Leeds City Council
- High Royd Signals, Guiseley, Leeds City Council
- A61 John Smeaton Flyover/South Accommodation Road, Leeds City Council
- Hemsworth Town Centre (Bus Station Approach and Market Street), Wakefield Council
- Castleford Town Centre (Carlton Street/Albion Street), Wakefield Council
- Minor Responsive Works Fund, Wakefield Council

4.37 The scheme objectives are:

- Deliver bus journey time savings of 10% by March 2027 through a package of bus priority measures at key congestion hotspots.
- Improve bus journey time reliability by 10% by March 2027 at the locations where bus hotspot improvements are being installed.

- To improve accessibility of bus services through minor bus stop enhancements at several locations in Wakefield by March 2026.

4.38 A summary of the scheme's business case is included in **Appendix 2**

Outputs and Outcomes

4.39 The scheme outputs include:

- Modification of bus lane and existing pedestrian crossing to give bus services priority over traffic in the right-hand lane. Bus stop to be relocated approximately 90 metres east of its current position (A647 Leeds Road / Garnett Street).
- Section of new inbound bus lane on Bolton Road facilitated with a bus gate to accelerate buses ahead of other traffic. Banning the right turn from Bolton Road (westbound) into Bolton Drive. Removal of one of the two bus stops in close proximity inbound on Bolton Road (Bolton Road/Leeds Road/Stone Hall Road).
- Removal of a mini roundabout and replacement with a signalised junction. Prohibition of a right-turn into Park Lane from Little Horton Lane inbound (Little Horton Lane/Park Lane).
- Traffic Signal Upgrade - Provision of a right turn filter light for traffic turning from Leeds Road (inbound) into the A6177 and parking amendments (Leeds Road/Laisterdyke).
- Traffic Signal Upgrade improvements to signal timing and improvements to bus stopping facilities (Selby Road/Chapel Street, Halton).
- Traffic signal upgrade (High Royds Signals, Guiseley).
- Banned traffic movements through a Traffic Regulation Order and a new bus lane (A61 John Smeaton Flyover / South Accommodation Road).
- Road space reallocation & traffic signal bus priority (Hemsworth town centre).
- Enforcement of traffic restrictions - Castleford Town Centre (Carlton Street/Albion Street Junction).
- Bus stop enhancements including hard stand surfacing and kerbing works.

4.40 The scheme outcomes are:

- Deliver bus journey time savings of 10% by March 2027 at the hotspot locations.
- Improve bus journey time reliability by 10% by March 2027 at the hotspot locations.
- Improved bus experience, safer perceptions of bus travel, enhanced confidence in accessing buses.
- Improved access to jobs and training opportunities.

- Increased uptake of public transport through a more competitive alternative to the private car.
 - Reduction in carbon emissions through modal shift away from private car use.
- 4.41 The benefit cost ratio for the combined programme of schemes is 0.6:1, which is classified as poor value for money. This is significantly impacted by the estimated highway disbenefits predicted for one scheme - the A61 John Smeaton Flyover/ South Accommodation Road junction proposal.
- 4.42 When the full impact of all schemes, except the A61 John Smeaton Flyover/ South Accommodation Road junction scheme, are considered, the BCR is 2.7:1, representing high value for money. If the benefits solely related to bus users are considered in isolation, without disbenefits to all highway users, the BCR is calculated as 3.6:1, representing 'high' value for money.
- 4.43 The A61 John Smeaton Flyover/South Accommodation Road scheme is of small value but is a strategically significant scheme for Leeds City Council. Its implementation will support the maximisation of benefits from the recently delivered LPTIP scheme that introduced a bus lane along the A639. This will benefit all bus services that use the corridor including Stourton park and ride, with particularly significant benefit to services that use South Accommodation Road.
- 4.44 The scheme will bring disbenefits for general traffic that currently chooses to use National Road and Atkinson Street to access the A61 and Hunslet Road (from South Accommodation Road) into the city centre, but this route is currently utilised in a fashion it was not intended to, as it involves through traffic using local roads to bypass the strategic road network, which is designed to carry through traffic. The negative BCR is due to the impact on privately owned cars and does not fully reflect the strategic importance to the surrounding area.
- 4.45 A traffic regulation order (TRO) banning northbound motor vehicle movements on Atkinson Street to general traffic will reduce the conflict for vehicles (public transport and private vehicles) travelling through the roundabout from South Accommodation Road to the A61 on-slip. Therefore, private vehicles that travel along the strategic network (continuing along Hunslet Road and using South Accommodation Road) will benefit from the new TRO.

Tackling the Climate Emergency Implications

- 4.46 The tackling climate emergency implications are:
- Improved journey times and reliability of bus services, which can encourage people to travel by bus rather than private car to help reduce carbon emissions and improve air quality.
- 4.47 A Stage 1 carbon impact assessment was undertaken. This identified that the scheme is expected to be fully compatible with the Combined Authority's Net Zero future. The main benefits are expected to relate to greenhouse gas

emissions, and improvements to air quality and noise levels facilitated by a shift from private vehicle usage to bus.

Inclusive Growth Implications

4.48 The scheme inclusive growth implications include:

- Encouragement of use of the bus network to reduce reliance and preference for use of the private car, by those living near to routes that pass through the hotspot areas. This will aid connectivity and accessibility to social, educational and employment opportunities particularly for those that do not have access to a car or do not wish to use a car.

Equality and Diversity Implications

4.49 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

4.50 The scheme's equality and diversity implications include:

- Age - potential positive impacts, particularly for children and older people who are more reliant on bus services
- Disability - positive impacts for people with disabilities who use the bus more than rail
- Sex - positive impacts for women who often cite feeling unsafe waiting at bus stops.
- Race – positive impacts as BAME communities in West Yorkshire, who are statistically less likely to have access to a personal vehicle than those who identify as white.

Consultation and Engagement

4.51 Stakeholder engagement has been focused on liaison with council officers and bus operators who have provided evidence on the key challenges for bus users travelling within the locations identified for targeted improvements. The relevant members in each district have been briefed and approved the high-level programmes.

4.52 Targeted engagement with, local residents, local businesses, bus operators, politicians, and any other key stakeholders identified, is proposed at the next stage of development. District partners will lead on individual engagement exercises with the level of engagement required for each scheme relating to the type and size of the proposals.

Risks

4.53 The scheme risks and mitigations are:

- The LUF2 Programme Business Case has not yet been approved by DfT putting at risk the delivery funds this will release. This is due for approval circa July 24. It is considered unlikely that DfT will reject the business case. This has been mitigated by ensuring Gainshare will be utilised as a temporary funding source and a condition has been put in place for this business case to be signed off with evidence provided by districts before schemes start delivering.
- Inflation causes scheme budgets to be exceeded/overspent – mitigation will involve annual programme level inflation reviews and regular discussion with district partners to review forecasted budgets on a quarterly basis as well as considering the options for using the ‘inflation pot’. Possibilities of descoping have been investigated and agreed throughout the development process if required.
- Schemes may not progress to delivery post-SOC - Ongoing dialogue around resource challenges between districts and the Combined Authority with escalation to CRSTS/LUF Programme Board if risk materialises.

Costs

- 4.54 The total scheme costs are £2,083,359.
- 4.55 The Combined Authority’s contribution is £2,051,000 from the Levelling Up Fund 2 programme and £32,359 from City Region Sustainable Transport Settlements (CRSTS) fund.
- 4.56 The funding has been provisionally allocated to the 10 schemes as per the following table:

Scheme & District	Indicative Costs
Bradford	
A647 Leeds Road / Garnett Street	£267,542
Bolton Road / Leeds Road / Stone Hall Road	£476,146
Little Horton Lane / Park Lane	£459,558
Leeds Road / Laisterdyke	£83,758
District Total	£1,287,004
Leeds	
Selby Road / Chapel Street, Halton	£149,474
High Royd Signals, Guiseley	£35,537
A61 John Smeaton Flyover/ South Accommodation Road junction	£165,888

District Total	£350,899
Wakefield	
Hemsworth Town centre (bus station approach and Market Street)	£129,369
Castleford Town Centre (Carlton Street /Albion Street junction), Castleford	£73,518
Minor Responsive Works Fund	£154,470
District Total	£357,357
Bus Highway Hotspot Improvements Programme	
Programme business case development and monitoring and evaluation costs	£55,349
Programme contingency	£32,750
Programme Total	£88,099
Total Overall	£2,083,359

4.57 At decision point 1 (strategic assessment) £340,000 of development costs were approved to develop the schemes and the programme SOC with the following breakdown:

- Bus Highways Hotspots Improvement Programme for business case development £50,000
- Bradford Council for scheme development, £115,000
- Leeds City Council for scheme development, £150,000
- Wakefield Council for scheme development, £25,000

4.58 Delivery costs are now requested for all schemes in order to progress into activity 5 (delivery), subject to an approval to proceed, and development costs are £232,000 for Bradford Council and £20,000 for Wakefield Council to develop their schemes to approval to proceed.

4.59 The Combined Authority will need to enter into an addendum to existing funding agreements as listed below, permitting development costs as noted above and then all further delivery costs after approval to proceed:

- City of Bradford Metropolitan District Council: for expenditure of up to £1,287,004
- Leeds City Council: for expenditure of up to £350,899
- Wakefield Metropolitan District Council: for expenditure of up to £357,357

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Executive Director, Transport</p>	31/10/2024
5 (completion/service delivery)	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	31/03/2026

Other Key Timescales

- Start of scheme delivery: 01/11/2024
- Scheme completion: 31/03/2026

Assurance Tolerances

- 4.60 This approval is the first decision point for the scheme at committee. The assurance tolerances for the recommended approval in this report are:

Assurance tolerances
<p>Combined Authority funding remain within +10% of those outlined in this report.</p> <p>Completion/service delivery date remains within +6 months of those outlined in this report.</p> <p>Outputs remain within -10% of those outlined in this report.</p>

Appraisal Summary

- 4.61 The scheme aligns, strategically, with the aims and aspirations of the Combined Authority as it seeks to improve the attractiveness of the bus network for trips to connect to employment, education and other social value opportunities. It is expected that the improvements to bus journey times and reliability will help facilitate an uptake in bus travel, and attempt to reduce trips made by cars, which can contribute to the decarbonisation of the transport sector and provide other environmental benefits. It will also further complement other bus improvement works proposed across the region through other funding programmes such as the Bus Service Improvement Plan (BSIP).
- 4.62 The business case highlights that the package of measures, when considering benefits to bus users in isolation, will provide high value for money. The overall value for money for the scheme however is considered to be poor value for money when disbenefits to all highway users is taken into account. This is because of potential delays to general traffic created by one scheme in the package, the A61 John Smeaton Flyover / South Accommodation Road scheme in Leeds. When this scheme is removed from the value for money

assessment, the remaining package elements will provide high value for money. The A61 John Smeaton Flyover / South Accommodation Road scheme is a strategically important scheme for Leeds City Council and will provide benefits to bus users while enhancing other schemes previously delivered in the vicinity.

- 4.63 Stakeholder engagement to date has been focused on liaison with council officers and bus operators who provided evidence on the key challenges for bus users travelling within the locations identified for targeted improvements. There has been no scheme specific public consultation undertaken for this scheme. However, overarching support for the “West Yorkshire Levelling Up - Bus Enhancement Package” is noted from MPs and bus operators and relevant members in each district have been briefed and approved the high-level scheme programme. Targeted engagement with, local residents, local businesses, bus operators, politicians and any other key stakeholders identified is proposed at the next stage of development.

Recommendations

- 4.64 The Combined Authority approves:

(i) Development costs of £252,000 are approved in order to progress the schemes to approval to proceed, taking the total scheme approvals to £592,000:

- City of Bradford Metropolitan District Council: £232,000.
- Wakefield Council: £20,000.

(ii) The Combined Authority enters into an addendum to the existing funding agreements for expenditure as listed above.

- 4.65 The Combined Authority, approves that subject to the conditions set by the Portfolio Investment Panel that:

(i) The Bus Highway Hotspot Improvement Programme proceeds through decision point 2 (strategic outline case) and work commences on decision point 5 (delivery) of individual schemes.

(ii) Approval of £1,743,359, taking the total Combined Authority approval to £2,083,359 with indicative allocations for each scheme as below. The total scheme value is £2,083,359.

- City of Bradford Metropolitan District Council: for expenditure of up to £1,287,004.
- Leeds City Council: for expenditure of up to £350,899.
- Wakefield Metropolitan District Council: for expenditure of up to £357,357.

(v) The Combined Authority enters into addendums to the existing funding agreements for expenditure as listed above.

- (vi) That a Delegation to the Director of Transport Policy and Delivery is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (vii) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Huddersfield Rail Station Connections
Stage	2 (scheme development)
Decision Point	3 (outline business case)

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

Background

- 4.66 This scheme will be funded from Transforming Cities Fund (TCF), which aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities.
- 4.67 The Huddersfield Rail Station Connections scheme (HRSC) involves a series of active travel and public space improvements with the aim of making it safer and more attractive to travel to and from Huddersfield Railway Station by active modes, as well as everyday trips across Huddersfield town centre.
- 4.68 The proposed interventions are: -
- Segregated cycle track and lanes and new and improved crossing of the ring road at Trinity Street will deliver on-street improvements to increase the safety for people who cycle. Improved and additional crossings will make it safer for people who walk.
 - Changes to the junction with the ring road at St John's Road will provide new and improved crossings for people walking or cycling. A two-way

segregated cycle track would run along St John's Road north of the Ring Road junction.

- John William Street would become a tree-lined route with a 20mph speed limit north of St George's Square to the railway bridge at Fitzwilliam Street. It is intended that a cycle route would be provided along the quieter Wood Street and Brook Street, connecting to a segregated cycle lane/track towards St John's Road.
- Northumberland Street would become a tree-lined route with a new 20mph speed limit. The boulevard would include wider, high-quality pavements and improved crossing facilities (zebra crossing, raised junctions) and the existing bus stop.

4.69 The objectives of the scheme are to:

- Support increased future rail demand through improved sustainable station access.
- Enable opportunities for an increased shift from private to public and active transport.
- Improve the inclusivity and accessibility for active travel users, by increasing walking and cycling in and around the centre of Huddersfield.
- Create an enhanced people-focused Huddersfield, with elevated public spaces supporting sustainable economic growth and investment.

4.70 A summary of the scheme's business case and location map is included in **Appendix 3**.

Outputs and Outcomes

4.71 The scheme outputs include:

- 3.5 kilometres of new pedestrian routes
- 0.41 kilometres of new cycle lane
- Three improved and one new and pedestrian crossing.
- Two new cycle crossings
- One bus stop upgraded and one new bus shelter

4.72 The scheme outcomes are:

- A 10% increase in rail passenger satisfaction by the end of 2030
- A 5% increase in use of station cycle parking facilities by the end of 2030
- A 10% increase in rail users accessing the station by active modes by the end of 2028
- A 5% increase in use of town centre cycle parking facilities by the end of 2028
- A 7% reduction in car mode share by the end of 2028

- A 7% Increase of walking and cycling mode share in Huddersfield by the end of 2028
- A footfall increase in town centre by 10% by the end of 2028
- A 5% increase in annual visitor numbers by 5% by the end of 2028
- A 5% reduction in pedestrians and cyclists involved in road collisions by the end of 2028

4.73 The value for money assessment indicates a core Benefit Cost Ratio (BCR) of 1.44:1 classing the scheme as low value for money when assessed against the Department for Transport's value for money criteria. The scheme will provide benefits for pedestrians, cyclists, and bus users, with the disbenefits to motorists impacting on the value for money position. Should highway disbenefits be discounted, the scheme could potentially increase the BCR above 1.8, which would represent medium value for money.

Tackling the Climate Emergency Implications

- 4.74 The scheme contributes to the Mayoral Pledge of tackling the climate emergency by introducing better cycling and walking infrastructure and improved access to the railway station to encourage a shift from the car towards active and shared travel modes, including public transport.
- 4.75 The scheme supports the delivery of the West Yorkshire Climate and Environment Plan (CEP) by reducing carbon emissions from transport by providing better connections for pedestrians and cyclists to the station and access Huddersfield Town Centre.
- 4.76 A Stage 2 Carbon Impact Assessment (CIA) has been carried out to forecast the impact of the scheme over a 30-year appraisal period:
- The capital carbon emissions produced in construction are estimated to be +1,059 tonnes CO2 equivalent
 - The operational savings from a reduction in vehicle kilometres travelled as a result of mode switch (away from private car use) are estimated to be -541 tonnes CO2 equivalent.
 - The net total impact is therefore an increase in total emissions of +518 tonnes CO2 equivalent.

Inclusive Growth Implications

- 4.77 Lower income households typically have low car ownership and therefore are more reliant on making local trips by bus, walking, or cycling. Accessibility to employment and educational opportunities by healthy low-cost cycling and walking is particularly important for those on low incomes who may not have access to a car.
- 4.78 By enhancing access to and improving public transport and active travel (walking, cycling) network the scheme will better connect low-income households in Huddersfield with the economic opportunities that are occurring across Huddersfield and West Yorkshire.

Equality and Diversity Implications

- 4.79 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.
- 4.80 The EqIA indicates that the scheme is likely to have positive impacts for typically less represented groups and would have neutral or positive effects on all societal groups, primarily through improving safety and mitigating the negative impacts of car dominated environments.
- 4.81 The scheme helps improve perceptions of the safety of cycling, as the scheme allows for cycling segregated from traffic, addressing one of the key reasons people don't cycle. Provision for disabled parking will also be increased as part of the scheme.

Consultation and Engagement

- 4.82 Two rounds of public consultation and stakeholder engagement have taken place and details of both can be found at [Huddersfield Rail Station Connections - Second stage consultation | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/your-voice).
- 4.83 Throughout the schemes development a wide range of businesses, transport providers, education, statutory organisations and special interest groups have been engaged including Huddersfield Business Improvement District (BID), TransPennine Express, Kirklees College and Kirklees Visual Impairment Network. These key stakeholders have helped inform the design.

Risks

- 4.84 The scheme risks and mitigations are:
- The risk that interfacing projects (i.e. TransPennine Route Upgrade, St George's Hotel) cause programme delays or disruptions. This will be mitigated by continuing engagement with stakeholders through the project board and associated working groups.
 - The risk that inflationary pressures increase scheme costs beyond existing funding allocations and weaken the value for money position. This will be mitigated by ongoing review of costs and risk contingencies and identifying potential additional capital funding sources, including the TCF programme and Kirklees Council.
 - The risk of objections to the scheme from bus and taxi operators, disabled users and the travelling public. This will be mitigated by further consultation and stakeholder engagement and further development of relocation plans with bus operators, taxi liaison and accessibility groups during detailed design.

Costs

- 4.85 The total scheme costs are £18,702,478.

- 4.86 The Combined Authority's contribution is £15,702,478 from the Transforming Cities Fund.
- 4.87 The remaining funding of £3,000,000 is provided by Kirklees Council, the scheme promoter.
- 4.88 The total development cost allocated to date is £1,617,066. A further £924,323 is required for the development of the Full business case (FBC), taking the total approval to £2,541,389.
- 4.89 The Combined Authority will need to enter into a funding agreement with Kirklees Council for expenditure of up to £2,541,389 from the Transforming Cities Fund.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Internal Leadership Board	12/11/2024
5 (completion/service delivery)	Recommendation: Combined Authority's Portfolio Investment Panel Decision Combined Authority's Director of Transport, Policy and Delivery (DoTPD):	31/07/2026

Other Key Timescales

- Start of delivery – 06/01/2025
- Practical completion – 31/07/2026

Assurance Tolerances

- 4.90 The previous approvals and assurance tolerances set are outlined below:

Control area	Approval at DP2 (SOC) (CA)	Approval at DP4 (FBC) (CA)	Within tolerance?
Date	10/11/2020	14/03/2024	
Total Cost		£18,702,478	
CA Funding	The Huddersfield Town Centre 'package' SOC (from which this scheme derives) tolerances were +10 Combined Authority funding, + 6 months completion date and -10% outputs.	£15,702,478	Y
Completion Date (DP5)		31/07/2026	Y
Outputs / Outcomes		As per report	Y

- 4.91 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.92 The scheme presents a strong strategic case with a clear rationale of investment. Public consultation and stakeholder engagement is broadly supportive, and it could potentially achieve a forecast BCR of 1.44 (rising to 1.87 when highway user impacts are excluded).
- 4.93 Kirklees Council will lead the procurement process to deliver the scheme. It is anticipated that the contractor will be procured via the YORCivils framework. A construction procurement strategy will be developed by full business case.
- 4.94 Forecast costs appear robust for this stage of design with reasonable allowances for risk and contingency. TCF programme funding is available and match funding from Kirklees Council is in place. All elements of the scheme are classed as permitted development, and no third-party land is required.
- 4.95 The TCF Quality Panel Review process has been completed and was approved with advisory notes relating to outstanding issues concerning a bus stop location and signal phasing.

Recommendations

- 4.96 The Combined Authority approves that:
- (i) The Huddersfield Rail Station Connections scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £15,702,478 is given. The total scheme value is £18,702,478.
 - (iii) Development costs of £924,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2,541,389.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £2,541,389.
 - (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	TCF Dewsbury – Batley – Chidswell Sustainable Travel Corridor
Stage	2 (scheme development)
Decision Point	3 (outline business case)

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

Background

- 4.97 This scheme will be funded from the Department for Transport’s Transforming Cities Fund (TCF). As part of the Government’s Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England’s largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport’s approval in March 2020.
- 4.98 The scheme is to provide enhanced active travel provision along the A652 corridor route linking; Dewsbury to Batley Rail Station and onwards to Chidswell. This will comprise new and upgraded cycle provision (segregated and shared use paths), pedestrian route improvements, junction upgrades to provide bus priority, new and upgraded pedestrian crossing facilities, relocation of bus stops and provision of some landscaping and benches.
- 4.99 Through provision of the enhanced active travel infrastructure, it is anticipated that the scheme will provide safer, higher-quality facilities for pedestrians and cyclists that can result in people changing how they travel from private vehicles to more sustainable modes of travel. This can help reduce congestion along the corridor, improve air quality and reduced transport-related emissions, supporting the Climate Emergency and Net Zero agenda. Provision of improved accessibility via walking and cycling can also open up access to social value opportunities (development, education, employment, training, leisure and culture) to a wider range of people, contributing to inclusive growth and equity goals.
- 4.100 The scheme will help deliver objectives of the Transforming Cities Fund programme, as well as the West Yorkshire Mayoral pledge of “tackling the

climate emergency and protecting the environment” and priorities of the Strategic Economic Framework including “Enabling Inclusive Growth”.

4.101 A summary of the scheme’s business case and location map is included in **Appendix 4**.

Outputs and Outcomes

4.102 The scheme outputs include:

- 1,800 metres of new on-road segregated cycle lanes.
- 500 metres of contraflow cycle lane.
- 2 new Toucan crossing points.
- 715 metres of upgraded off-road walking routes.
- 950 metres of new shared pedestrian and cycle paths.
- 6 upgraded pedestrian crossing points.
- Junction upgrade to include a north/ south cycle-only stage on Bradford Road, and bus priority signals to improve journey reliability and reduce delay.
- Implement one-way routing on side streets on Commercial Road, Victoria Road, Rink Street and Mount Street.
- Delivery of green infrastructure including landscaping and benches.
- Improved traffic calming measures – 5 kerb to kerb plateaus and 2 rubber speed cushions.

4.103 The scheme outcomes are:

- Safer, higher-quality facilities for pedestrians and cyclists.
- Modal shift from private vehicles to sustainable modes of travel.
- 100% increase in cycling journeys along the corridor.
- Reduced congestion and vehicle dominance along the corridor.
- Improved air quality and reduced transport-related emissions, supporting the Climate Emergency Agenda.
- Improved accessibility to social value opportunities (development, education, employment, training) by sustainable modes.
- Improved cross-connectivity between local centres (Dewsbury, Batley and Chidswell).
- Improved access to Batley Rail Station for active mode users, facilitating multi-modal interchange, with an expected 5% increase in pedestrian and cyclist mode share.
- Improved network safety, particularly in relation to non-motorised users’ satisfaction, with an estimated 20% increase in pedestrian and cyclist satisfaction using the corridors.

- Improved access towards the Chidswell development site – creating a link to 120 hectares of dwellings and employment opportunities helping mitigate predicted transport growth issues.

4.104 The value for money assessment reflects a benefit cost ratio (BCR) of 0.5:1. This is categorised as poor value for money. The scheme was calculated to have relatively high benefits for pedestrians and cyclists however, the BCR result is due to the costs for the scheme. It is considered that a robust appraisal process has been undertaken, potentially representing a worst-case scenario and other benefits of the scheme, such as cumulative impacts and wider economic benefits, have not been quantified.

Tackling the Climate Emergency Implications

4.105 The scheme's tackling climate emergency implications are an improved access to, and connectivity of, sustainable transport provision. This can encourage people to travel by walking and cycling rather than private car to help reduce carbon emissions.

4.106 A stage 2 (quantified) carbon impact assessment was undertaken indicating a net impact of 1,497 tCO₂e over a 60 year appraisal period, comprising 1,329 tCO₂e capital carbon (construction impact) and 167 tCO₂e operational carbon (following scheme delivery). Whilst active travel benefits will be realised and help reduce carbon emissions, the operational carbon impact is largely because of the new pedestrian crossing points which will create more stop-start traffic movements resulting in higher fuel consumption.

Inclusive Growth Implications

4.107 The scheme inclusive growth implications include:

- Improved walking and cycling connectivity to social, education, and employment sites will benefit residents of Dewsbury, Batley, and Chidswell, especially those of lower income households who do not own a car and for whom the cost of travel has been a barrier to such opportunities.
- Reduced car use for local trips will improve the local air quality and sense of place for these communities encouraging people to visit and spend more time in local centres.
- The scheme will also encourage a more physically active lifestyle, with less dependency on the car for short trips.

Equality and Diversity Implications

4.108 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

4.109 The scheme's equality and diversity implications are:

- Age – The cycling design complying with Department for Transport's Local Transport Note 1/20 design standards will ensure improved safety

for users of all age groups through providing cycling infrastructure separated from the road and traffic. Wider footways, improved surfacing and improved crossing points will also benefit all age groups.

- Disability – Compliance with Department for Transport’s Local Transport Note (LTN) 1/20 design standards will ensure the cycle provision is accessible for all users, including those with any form of disability. It is noted that the scheme will be useable by bicycles adapted to specific mobility needs. The wider footways, improved surfacing and improved crossing points will also benefit those with disabilities.
- Sex – Improving safety and natural surveillance for walking and cycling will encourage more women to make local trips by foot or bike. Statistically, women are less likely to cycle than men so this should positively impact this group.

Consultation and Engagement

4.110 The promoters have undertaken three rounds of public consultation details can be found on the ‘YourVoice’ pages: <https://www.yourvoice.westyorks-ca.gov.uk/dbctravel>. No further public consultation is planned.

4.111 Engagement on the scheme have taken place with key stakeholders, including Kirklees Council representatives, ward members, Network Rail, bus operators as well as the general public.

Risks

4.112 The scheme risks and mitigations are:

- Risk of inflation rate increases resulting in cost increases. This will be mitigated by ensuring the use of best available inflation indexes and for a quick turnaround between tender and start of works on site. Continuous reviews of costs will also be undertaken.
- Risk of safety concerns regarding use of pedestrian crossings during construction which may result in collision/accident. This is to be mitigated by ensuring appropriate traffic management is undertaken and ensure early engagement and implementation of traffic regulation orders (TROs).

Costs

4.113 The total scheme costs are £9,992,299.

4.114 The Combined Authority’s contribution is £9,992,299 from the TCF fund.

4.115 The Combined Authority TCF contribution reflects an increase of £3,992,299 from the £6,000,000 indicatively approved at decision point 2 (strategic outline case). The increase in costs is due to a better understanding of project development costs, risks, and scheme design. The additional funding is affordable to the TCF programme.

4.116 The scheme has secured approval to development costs of £849,000, and now seeks approval of a further £926,000 to progress to activity 4 (full business case), taking the total approval to £1,775,000.

4.117 The Combined Authority will need to enter into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,755,000 from the TCF fund.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Portfolio Investment Panel (PIP) Decision: Combined Authority's Executive Director, Transport	01/11/2024
5 (completion/service delivery)	Recommendation: Combined Authority's Portfolio Investment Panel (PIP) Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	01/06/2026

Other Key Timescales

- Start of delivery: 01/04/2025
- Scheme Completion by 01/06/2026

Assurance Tolerances

4.118 The previous approvals and assurance tolerances set are outlined below:

Control area	Baseline Tolerance approved by the CA at DP2 SOC	Baseline Approval by the CA at DP2 - SOC	Transforming Cities Fund Programme Change Request	TCF Programme Inflation Review	Requested approval by the CA at DP3	Within tolerance?
Date	04/09/20		07/02/2022	08/12/22	14/03/24	
Total Cost	£6,000,000		£6,000,000	£6,000,000	£9,992,299	
Combined Authority Funding	+10%	£6,000,000	£6,000,000	£6,000,000	£9,992,299	N
Completion Date (DP5)	6 months	30/09/22	01/02/24	01/01/2025	01/06/26	N
Outputs & Benefits	-	-	-	-	-10% As per report	Y

4.119 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.120 The scheme aims to enhance the attractiveness of walking and cycling along the corridor, instead of using the private car. This can contribute to the decarbonisation of the transport sector and provide health benefits to the users of the scheme.
- 4.121 The improved connection to Batley rail station, for active travel modes, can enhance accessibility to the rail network and improve the ability to make longer distance journeys by sustainable transport. The scheme is therefore in accordance with a number of policies and strategies of the Combined Authority, such as the West Yorkshire Plan, Strategic Economic Framework and West Yorkshire Investment Strategy, as well as the Mayor's Pledges. The scheme can help deliver inclusive growth, promote more sustainable forms of travel and reduce carbon emissions.
- 4.122 The value for money assessment for the scheme indicated a poor value for money position. This is due to the particularly high costs for the scheme resulting from a number of changes in scope and design as well as some potential disbenefits to general road users resulting from delays due to junction upgrades to facilitate people walking and cycling. It is also considered that a robust, potentially worst-case scenario, has been presented with many benefits not being included in the calculations. The scheme is expected to provide over £3m worth of benefits for people walking and cycling including journey quality and health related benefits.

Recommendations

- 4.123 The Combined Authority approves that:
- (i) The Dewsbury-Batley-Chidswell Sustainable Travel Corridor scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval is given to the Combined Authority's contribution of £9,992,299. The total scheme value is £9,992,299.
 - (iii) Development costs of £926,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,775,000.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,775,000.

- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Harrogate Railway Station gateway Active Travel Improvement Scheme
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.124 The Harrogate Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.125 The scheme seeks to address transport challenges such as high car dependency causing congestion on the local network, by delivering walking, cycling, and bus improvements to encourage local trips to be made by foot, bike, or bus instead of the car. This will include widened footways and new pedestrian crossing points, a new cycle lane and bus lane, a new cycle storage hub at the rail station, and improving the entrance and lighting at One Arch underpass. The scheme will also improve the paving at Station Square, making the public space more attractive.
- 4.126 The scheme will support the TCF programme objective of increasing walking, cycling, and bus trips, which will help contribute to reducing carbon emissions and improving local air quality, and support delivery of the West Yorkshire Mayoral pledge of Tackling the Climate Emergency and priorities of the Strategic Economic Framework such as Enabling Inclusive Growth.

- 4.127 The scheme scope has been revised from that presented at outline business case (decision point 3) because of inflation cost impacts and the scheme receiving a legal challenge. The East Parade and Station Bridge sections initially identified for further segregated cycle lanes have been removed, whilst the Legal challenge has impacted plans to pedestrianise James Street and to reduce Station Parade to one lane for motorists.
- 4.128 Following delays to the TCF programme nationally, beyond the March 2023 TCF programme end-date, an independent assurance review of the 12 City Regions was commissioned by the Department for Transport (DfT) and undertaken between January and March 2023. The review provided a snapshot in time of each City Region's programme affordability and achievability, with an overall delivery confidence assessment.
- 4.129 The DfT has advised the Combined Authority that the TCF term will be extended, however additional governance will be implemented to monitor delivery across the North Yorkshire schemes and additional approvals from the DfT will be required to provide funding certainty for spend in Financial Year 24/25 for these schemes. The DfT have therefore instigated a Stage Gate process, whereby additional independent reviews of the schemes Full Business Cases will be undertaken across the North Yorkshire schemes prior to award of construction contracts. The Stage Gate reviews are focused on assuring that the schemes are deliverable and that the spend profiles are realistic.
- 4.130 A summary of the scheme's business case and location map is included in **Appendix 5**.

Outputs and Outcomes

4.131 The scheme outputs include:

- New bus lane
- New southbound cycle lane
- New pedestrian crossing points
- Footway widening
- Footway resurfacing and reconfiguration
- New paving
- Improved entrance and lighting at the One Arch underpass
- New cycle storage hub with lighting and CCTV

4.132 The scheme outcomes are:

- 5% increase in the number of people accessing Harrogate Station on foot
- 27% increase in the number of people accessing Harrogate Station by bike
- An average time saving for existing users
- Increase in user satisfaction using passenger surveys

- 30% footfall increase on Station Parade
- Reduction in vehicle kms travelled
- Reduction in NOx emissions
- Reduction in CO2 emissions
- Implement a minimum 3 for 1 planting regime

4.133 The value for money assessment reflects a Benefit Cost Ratio of 0.8:1 which is poor value for money. The poor BCR is largely because of increase in scheme costs combined with a reduced scope, with the scheme to mainly disbenefit highway users, noting the limitations of the traffic modelling to assess all impacts; modest walking, cycling, and bus benefits are retained, in line with the TCF funding objectives.

Tackling the Climate Emergency Implications

4.134 The scheme tackling climate emergency implications are:

- By delivering a bus lane and better walking and cycling infrastructure, the scheme will encourage local trips within Harrogate to be made by bus, foot, or bike, reducing the reliance on the car, which will ease highway congestion levels, reduce carbon emissions, and improve the local air quality.

4.135 A carbon impact assessment carried out at outline business case indicated a carbon impact of +1,356 tonnes over a 60-year appraisal period, reflecting operational carbon benefits being outweighed by embodied (construction) impacts.

Inclusive Growth Implications

4.136 The scheme inclusive growth implications include:

- Delivery of a new bus lane and cycle lane, as well as improved footpaths will enable people from lower income communities or those struggling against the high cost of living, to better access the town centre and key sites.

Equality and Diversity Implications

4.137 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

4.138 Delivery of key accessibility features will ensure all users, including protected groups, can benefit from better and safer walking, cycling, or wheeling access to and from the town centre to key employment, education, and housing sites.

4.139 A Stage 1 Equality Impact Screening Assessment (EQIA) has been completed with a Stage 2 full EQIA to be completed.

Consultation and Engagement

- 4.140 The scheme carried out engagement workshops with key stakeholders such as bus operators, Network Rail, Northern Rail, and the Harrogate District Cycle Action in November 2020 to seek feedback on the proposed plans. The first round of public consultation took place between February and March 2021, followed by a second round between October and November 2021, and a third round between July and August 2022. Details can be found at [Harrogate Station Gateway | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/harrogate-station-gateway-your-voice).
- 4.141 The consultation has been carried out on the full scope scheme. Further public engagement is planned, including statutory consultation on new/amended Traffic Regulation Orders.

Risks

- 4.142 The scheme risks and mitigations are:
- That the cost of utility diversions are more expensive than initial estimates, and unknown buried services are located, impacting scheme affordability and delivery of the preferred option design. This will be mitigated by continuous engagement with utility providers on the cost estimate and to secure robust design costs as part of detailed design stage, and to work with the contractor on carrying out all appropriate ground surveys including trial holes as applicable.
 - That unexpected cost increases occur because of factors such as changes in global market conditions or inflation cost impact on the supply of labour and material. This will be mitigated by continually working with the design team and contractor, such as developing a lower cost but viable solution, working with potential suppliers to determine opportunity for cost savings, and carrying out a quantified risk assessment.
 - Risk of objection from stakeholders on the final scheme design, including the public as part of consultation on TRO's. This will be mitigated by ensuring Traffic Regulation Order's requirements are considered throughout the detailed design stage, including engagement with legal teams with North Yorkshire Council.

Costs

- 4.143 The total scheme costs are £12,056,970.
- 4.144 The Combined Authority's contribution is £11,006,970 from the Transforming Cities Fund.
- 4.145 The remaining funding is £1,050,000 from North Yorkshire Council.
- 4.146 The TCF funding of £11,006,970 to the Harrogate scheme is from the total TCF North Yorkshire Council budget of £38,269,000, which will support delivery of two other schemes, at Selby Station and Skipton Station.
- 4.147 The scheme secured approval to development costs of up to £2,096,533 following the change request of July 2023.

4.148 Should the Combined Authority retain the scheme post FBC (decision point 4) then the Combined Authority will enter into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £11,006,970.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (completion/service delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	29/10/2025

Other Key Timescales

- Construction is forecast to commence in September 2024.
- Construction is forecast to complete by September 2025.

Assurance Tolerances

4.149 The previous approvals and assurance tolerances set are outlined below:

Control area	Baseline Tolerance approved by the CA at DP2 (SOC)		Approval at DP3 (OBC)	Requested Approval at DP4 (FBC)	Within tolerance?
Date	25/06/2020		08/06/2021	14/03/2024	
Total Cost	£8.443m		£10.938m	£12,056,970	
CA Funding	+10%	£7.893m	£10.638m	£11,006,970	Y
Completion Date (DP5)	6 months	31/03/23	31/03/2023	30/09/2025	N
Outputs / Outcomes	-10%	As per report	As per report	Significant scope change from OBC	N

4.150 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report. Completion/service delivery date remains within +6 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.151 The business case presents a reasonable summary of the proposed scheme, including detail of the revised scope because of inflation impacts and the legal challenge.
- 4.152 The revised scheme will still deliver walking, cycling, and bus improvements to support local and national sustainable travel priorities and policies, however it is accepted that the forecast benefits for pedestrians and cyclists will now be less when compared to the initial proposal.
- 4.153 Scheme costs appears affordable within the Transforming Cities Fund budget. However, there is still a risk that costs could increase because the detailed design stage is incomplete and because a Quantified Risk Assessment is still to be completed.
- 4.154 The scheme also needs to carry out a full Equality Impact Assessment to ensure the design will benefit all users, including protected groups, and carry out statutory consultation on Traffic Regulation Orders (TRO) required to implement the scheme.
- 4.155 The scheme already has a contractor in place on an Early Contractor Involvement basis, therefore once final designs are complete and a Target Cost developed that is within budget, the scheme should be able to move quickly to Delivery.

Recommendations

- 4.156 The Combined Authority approves that, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:
- (i) The Harrogate Rail Station Gateway Active Travel Improvement scheme proceeds through decision point 4 (full business case) to activity 5 (delivery).
 - (ii) Additional development costs of £200,000 are approved in order to progress the scheme to approval to proceed, taking the total scheme development cost approvals to £2,296,553.
 - (iii) Approval of the Combined Authority's contribution of £11,006,970 is given. The total scheme value is £12,056,970.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £11,006,970, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.
 - (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	TCF: Skipton Railway Station Gateway – Active Travel Improvement
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.157 The Skipton Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.158 Skipton Railway Station is the second busiest rail station in North Yorkshire serving over 1.2 million passenger journeys per year with passenger demand anticipated to grow significantly in the future. Despite its high level of usage and importance as a travel hub, the existing station gateway has limited accessibility by walking and cycling, and limited opportunities for rail-bus interchange.
- 4.159 The proposed scheme aims to enhance the forecourt of the Skipton railway Station Gateway area and improve the pedestrian routes between the Railway Station, the bus station, the town centre, and the planned developments and existing education and employment sites through the provision of improved walking corridors.
- 4.160 The proposed interventions will transform Skipton Rail Station into a sustainable travel hub improving the town's and district's connectivity with Leeds, Bradford, and the wider region, supporting inclusive and sustainable future economic growth. The small, compact nature of Skipton town and the location of future developments demonstrate the scheme's potential to encourage behaviour change and stimulate a shift from car to walking, cycling, rail and bus travel.

4.161 The scheme will support the TCF programme objective of increasing walking, cycling, and bus trips, which will help contribute to reducing carbon emissions and improving local air quality, and support delivery of the West Yorkshire Mayoral pledge of Tackling the Climate Emergency and priorities of the Strategic Economic Framework such as Enabling Inclusive Growth.

4.162 The scheme consists of the following five complementary elements:

- Component 1 - Skipton Railway Station Gateway
- Component 2 - Broughton Road Active Travel Corridor
- Component 3 - Railway Station to Auction Mart Canal Footpath Improvements
- Component 4 - Railway Station to Bus Station Active Travel Improvements
- Component 5: Gallows Bridge Replacement

4.163 The proposed scheme is presented as two phases, with Phase 1 deliverable within the current Transforming Cities Fund and North Yorkshire Council funding allocation. North Yorkshire Council are actively seeking additional funding to deliver the scheme as a whole. Phase 1 will deliver components 3, 4 and 5 and Phase 2 will deliver components 1 and 2.

4.164 At the Investment Committee in June 2021 the outline business case was approved to deliver all five components outlined above. However, due to inflationary pressures and a greater understanding of the final costs it has become apparent that delivery of all components is not possible within the Transforming City Fund allocation. North Yorkshire Council have therefore proposed to deliver those components within Phase 1 within the Transforming Cities Fund allocation.

4.165 The schemes objectives are.

- Increase modal share of journeys travelling to/from Skipton Railway Station on foot.
- Increase usage of Skipton Railway Station for travel between Skipton and wider city region for all journey purposes.
- Deliver improved walking infrastructure and pedestrian facilities across Skipton town centre.
- Improve access to education, employment, and training opportunities within Skipton centre via active and sustainable modes, thereby reducing car dependence.
- Support plans for the development of key employment sites and housing developments in Skipton.
- Contribute towards improving local air quality & reducing carbon emissions.
- Positively enhance the local environment by incorporating innovative design principles which facilitate the delivery of green/blue infrastructure.

- 4.166 Following delays to the TCF programme nationally, beyond the March 2023 TCF programme end-date, an independent assurance review of the 12 City Regions was commissioned by the Department for Transport (DfT) and undertaken between January and March 2023. The review provided a snapshot in time of each City Region's programme affordability and achievability, with an overall delivery confidence assessment.
- 4.167 The DfT has advised the Combined Authority that the TCF term will be extended, however additional governance will be implemented to monitor delivery across the North Yorkshire schemes and additional approvals from the DfT will be required to provide funding certainty for spend in Financial Year 24/25 for these schemes. The DfT have therefore instigated a Stage Gate process, whereby additional independent reviews of the schemes Full Business Cases will be undertaken across the North Yorkshire schemes prior to award of construction contracts. The Stage Gate reviews are focused on assuring that the schemes are deliverable and that the spend profiles are realistic.
- 4.168 A summary of the scheme's business case and location map is included in **Appendix 6**.

Outputs and Outcomes

- 4.169 The scheme outputs include:

Phase 1

- 1.5km of new or upgraded pedestrian infrastructure.
- Two new/upgraded crossing points.
- Upgrade one pedestrian footbridge including a new pedestrianised area providing improvements to access and connectivity to the bus station and safety enhancements.
- Footway enhancements and junction reconfiguration between the train station and bus station.

Phase 2

- Enhancements to the forecourt of the station and improved access to the rail station entrance, including planting and soft landscaping measures.
- Footway improvements and associated safety and wayfinding measures including improved pedestrian crossing facilities on Broughton Road.

- 4.170 The scheme outcomes are:

- 4% increase in the number of people accessing Skipton Station Gateway on foot by 2030.
- 4% increase in rail patronage at Skipton Station by 2036.
- 3.6 Hectares of commercial space developed by 2032.
- 442 housing units developed by 2032.
- 1% Reduction in vehicle kms travelled by 2030.

- 4% increase in the proportion of people accessing the Auction Mart site on foot by 2030.
- Achieve a biodiversity net gain on opening.

4.171 The value for money assessment reflects a Benefit Cost Ratio of 4.25:1 for the Phase 1 scheme, which assessed against the Department for Transport's value for money criteria judges the scheme as very high value for money.

4.172 The value for money assessment reflects a Benefit Cost Ratio of 3.03:1 for the Phase 1 & Phase 2 scheme, which assessed against the Department for Transport's value for money criteria judges the scheme as high value for money.

Tackling the Climate Emergency Implications

4.173 The scheme tackling climate emergency implications are:

- Delivery of improved walking routes between the railway and bus stations and the enhancement of the station gateway area will make travel by bus and train more attractive.
- By encouraging walking and public transport trips this will substitute private car journeys, resulting in lower carbon emissions.

4.174 The scheme puts a focus on people and placemaking to support and attract further inward investment into Skipton and working towards a Carbon-Zero Economy for the district and wider City Region through low carbon interventions in design and post scheme usage.

4.175 A carbon impact assessment indicated a carbon reduction of 573 tonnes of CO₂e over a 60-year appraisal period. Therefore, carbon savings due to more walking and public transport usage and less private car journeys are predicted to outweigh the carbon emissions involved in constructing the scheme.

Inclusive Growth Implications

4.176 The scheme inclusive growth implications include:

- The scheme will facilitate inclusive growth through enabling enhanced accessibility for more people and communities in what was previously the Craven District, to access opportunities across the wider region, particularly in terms of more deprived areas within proximity of the town centre. The scheme will also increase rates of active travel and productivity and deliver associated health and well-being benefits.
- Good public spaces can help to increase business and investor confidence, boost property prices and thereby increase business rate income, enhance the labour, and retail market catchments of the town centre and support the diversification of the town centre retail market, making it more resilient. Together, these impacts help to drive inclusive growth.

Equality and Diversity Implications

- 4.177 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.
- 4.178 The project would not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010, and indeed ought to improve for some people. The scheme will enhance accessibility for people with disabilities by improving surfaces, reducing obstacles, and reducing conflicts with other road users.
- 4.179 Through the delivery of walking improvements and improvements in access to public transport, the scheme will ensure equality of opportunity in terms of access to education and training provision. It will better connect areas around the town centre to Skipton Railway Station, including more deprived areas within proximity to the town centre. This will deliver enhanced levels of access to education and training opportunities across the wider region.

Consultation and Engagement

- 4.180 The promoters have undertaken two rounds of public consultation and engagement on the scheme and have also consulted with key stakeholders, including local members, the Canal and River Trust, Network Rail, Northern Trains, North Yorkshire Fire & Rescue, Morrisons and Tesco. Details can be found at <https://www.yourvoice.westyorks-ca.gov.uk/skipton>.

Risks

- 4.181 The scheme risks and mitigations are:
- That the existing Gallows Bridge walls are unstable during the works and require stabilisation. This will be mitigated by site inspections, temporary works to 'buttress' the outside of the walls where stability is uncertain to provided support during construction works and work undertaken by hand with minimal use of breakers etc
 - That there are unforeseen ground conditions. This will be mitigated by further inspections, early works and a review with local highways teams of known issues on highways or from developments working in the area.
 - That procurements of materials introduce delays due to material availability and meeting required timescales. This will be mitigated by materials being ordered in advance prior to works commencement or seeking an alternative supplier if required.

Costs

- 4.182 The total scheme costs for Phase 1 are £7,171,771. The total scheme costs for Phase 1 and Phase 2 are £15,070,000.
- 4.183 The Combined Authority's contribution is £6,971,771 from the Transforming Cities Fund.

4.184 The remaining funding is £200,000 from North Yorkshire Council.

4.185 Should the Combined Authority retain the scheme post FBC (decision point 4) then the Combined Authority will need to enter into a funding agreement with North Yorkshire Council for expenditure of up to £6,972,000 from the Transforming Cities Fund.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (completion/service delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	06/06/2025

Other Key Timescales

- Contractor award and mobilisation - 01/07/2024
- Start on site - 23/09/2024
- Completion on site - 06/06/2025

Assurance Tolerances

4.186 The previous approvals and assurance tolerances set are outlined below:

Control area	Baseline Tolerance approved by the CA at DP2 SOC	Baseline Approval by the CA at DP2 - SOC	Approval at DP3	Requested approval by the CA at DP3	Within tolerance?
Date	25/06/20		08/06/21	14/03/24	
Total Cost	£6,201,163		£7,831,000	£15,070,000	
Combined Authority Funding	10%	£5,803,000	£7,631,000	£6,971,771	N
Completion Date (DP5)	6 months	31/03/23	30/06/23	06/06/25	N
Outputs & Benefits	N/A	As per report	As per report	As set out in this report	Y

4.187 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances

Combined Authority funding remain within +10% of those outlined in this report.

Completion/service delivery date remains within +6 months of those outlined in this report.

Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.188 The scheme has a strong strategic case that aligns with the overarching Transforming Cities Fund objectives and the key priorities of the West Yorkshire Combined Authorities Strategic Economic Framework. The scheme will potentially deliver a high BCR with scheme benefits being related to health and journey ambience improvements for pedestrians and rail users, in full alignment to the strategic scope and scheme's aspirations. The scheme is also expected to support future housing and employment growth in Skipton town.
- 4.189 There have been changes to the scheme design between outline business case and full business case stages. The scheme now focuses on enhancing the pedestrian environment, through widened footways, enhancements to the walking environment and the introduction of landscaping and planting, rather than providing dedicated cycle infrastructure.
- 4.190 Whilst the strategic case is well set out and there is a clear and compelling market failure, it is considered that the proposed scheme, particularly due to the de-scoping and phasing, may not sufficiently address the underlying issues. Further investments will be needed to provide the scale of change that is needed in the town.
- 4.191 It is set out that the target cost will be agreed between NYC and the contractor once FBC approval has been given, and that NYC still reserve the right not to proceed to the construction phase or seek alternative delivery if a target cost cannot be agreed. Therefore, some risk remains that the costs may be higher than anticipated which could impact on funding requirements or mean that the scope or quality of the scheme may need to be revised.
- 4.192 Planning permission has been granted for the scheme and the need for rail industry consents is not required for delivery of the Phase 1 scheme. Final approvals are required from the Canal and River Trust for the Gallows Bridge replacement works. This means that there are still associated risks of delay to programme and potential cost escalation.

Recommendations

- 4.193 The Combined Authority approves that, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:
- (i) The Skipton Station Gateway scheme proceeds through decision point 4 (FBC) to activity 5 (Delivery).

- (ii) Approval of the Combined Authority's contribution of £6,971,771 for Phase 1 is given. The total scheme value for Phase 1 is £7,171,771. The total scheme value for Phase 1 and Phase 2 is £15,070,000.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £6,971,771, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	TCF Selby Station Gateway
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.194 This scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.195 The Selby Station Gateway scheme looks to enhance the rail station's status as a sustainable transport gateway to the town, providing better access by walking and cycling and more seamless integration between all modes of travel.
- 4.196 The scheme includes transformative measures focussed on Selby Rail Station and its surrounding area. The scheme scope has been revised from that presented at outline business case (decision point 3) and has been split into two phases because of inflation cost impacts. The first phase will be funded utilising Transforming Cities Fund.
- 4.197 Since outline business case approval at Place Regeneration and Housing Committee on 22 February 2022, the scheme with phase 1 being funded by the Transforming Cities Fund, North Yorkshire County Council are investigating funding to deliver phase 2. Phase 1 comprises the following elements:
- Selby Station Gateway.
 - Ousegate Active Travel Corridor.
 - Eastern Station Access.

4.198 North Yorkshire Council are investigating potential funding streams for phase 2, which consists of:

- New segregated cycle track near to the bus stop and layover facilities, connecting with the Bawtry Road underpass.
- The Crescent junction crossing enhancements.
- New pedestrian/cycle underpass underneath Bawtry Road connecting Portholme Road with the bus and railway stations.

4.199 The phase 1 scheme focuses on measure in and around Selby Station aimed towards driving modal shift from private cars to more sustainable modes of transport by providing accessible, attractive, and cleaner travel alternatives, further ensuring planned local growth occurs in a sustainable manner. The scheme consists of:

Selby Station Gateway

- Improvements to rail and bus facilities, including the refurbishment of the rail station building frontage.
- Making Station Road one way, to allow space to widen footpaths and introduce a cycle lane. Also Introducing a 20mph speed limit.

Ousegate Active Travel Corridor

- A new one-way system, 20mph speed limit and segregated cycle lane
- Closure of Denison Road canal bridge to motor vehicles
- Reconfiguration of the Ousegate / A19 junction including new crossings

Eastern Station Access

- A new car park and ramped pedestrian and cycle access into the rail station from Cowie Drive
- Demolition of James William House

Additionally, and separately, the council will deliver a new plaza and improvements to the park.

4.200 The scheme's objectives are:

- Improve access to Selby Rail Station by public transport, cycling and walking
- Improve the quality of the user experience and levels of satisfaction in the Selby Station Gateway area
- Support plans for the development of key employment sites in Selby
- Contribute towards improving local air quality and reducing carbon emissions
- Positively enhance the local environment by incorporating innovative design principles which facilitate the delivery of green/blue infrastructure.

- 4.201 Following delays to the TCF programme nationally, beyond the March 2023 TCF programme end-date, an independent assurance review of the 12 City Regions was commissioned by the Department for Transport (DfT) and undertaken between January and March 2023. The review provided a snapshot in time of each City Region's programme affordability and achievability, with an overall delivery confidence assessment.
- 4.202 The DfT has advised the Combined Authority that the TCF term will be extended, however additional governance will be implemented to monitor delivery across the North Yorkshire schemes and additional approvals from the DfT will be required to provide funding certainty for spend in Financial Year 24/25 for these schemes. The DfT have therefore instigated a Stage Gate process, whereby additional independent reviews of the schemes Full Business Cases will be undertaken across the North Yorkshire schemes prior to award of construction contracts. The Stage Gate reviews are focused on assuring that the schemes are deliverable and that the spend profiles are realistic.
- 4.203 A summary of the scheme's business case and location map is included in **Appendix 7**.

Outputs and Outcomes

- 4.204 The scheme outputs include:

Selby Station Gateway

- External refurbishment of station building including replacement entrance and windows and cladding of the exterior.
- Making Station Road one-way (northbound) will reduce vehicle dominance and provide space to implement a new southbound contraflow cycle lane and wide footways (0.4km of carriageway reconfiguration).
- Changes to Station Road also include new signage, wayfinding, and the introduction of a 20mph speed limit.

Ousegate Active Travel Corridor

- New 20mph speed limit
- New 240m segregated eastbound cycle lane
- New westbound 240m on carriageway cycle lane
- New one-way system between Cowie Drive and Ousegate beneath the existing rail bridge
- Closure of Denison Road canal bridge to vehicles to reduce traffic flows along Shipyard Road and Ousegate
- Junction reconfiguration and signal upgrade at the Ousegate/A19 junction, including two new crossings

Eastern Station Access and Cowie Drive Car Park

- New ramped pedestrian and cycle access to Selby station platforms 2 and 3 at the eastern extent of the station
- New 0.18 hectare surface car park on Cowie Drive (including passive EV charging provision and disabled parking provision)
- 0.20km carriageway reconfiguration and associated changes to road markings and signage, including enhanced cycle and pedestrian infrastructure.
- Demolition of 1 building unit: James William House site (former Tando Fabrications) to create the new car park.

4.205 The scheme outcomes are:

- 5% increase in the number of people accessing Selby Station on foot by 2031
- 6% increase in the number of people accessing Selby Station by bike by 2031
- 5% increase in user satisfaction levels across the Gateway area by 2031
- 1% increase in footfall in the Station Gateway area by 2031
- 0.2% increase in Selby Rail Station users (beyond background growth forecasts) by 2031
- 0.3 hectares of Commercial land (B2/B8) brought forward for development by 2031
- 10% uplift in existing property land value within 500m, and 2.5% uplift in existing property land value with 500-1500m by 2031
- Reduction in 143,955 vehicle kms travelled annually (average) by 2031
- 0.1% reductions in carbon dioxide and nitrogen dioxide emissions by 2031
- Achieve 10% biodiversity net gain

4.206 The benefit cost ratio for the scheme is 0.31:1 which is classified as Poor value for money (VfM).

4.207 The Poor VfM rating is largely as a result of highway user disbenefits, such as increased journey times from the closure of the Denison Road bridge. The sensitivity tests undertaken show that when the highway impacts are removed, the value for money category is High.

Tackling the Climate Emergency Implications

4.208 The carbon impact modelling on the scheme (phases 1 and 2) shows a negative impact on carbon emissions, producing overall an additional 28,916 tonnes of carbon dioxide equivalent (tCO₂e) over the 60 year appraisal period. Of this 1,773 tCO₂e is capital carbon due to the construction of the scheme, the remainder is additional emissions due to higher distances travelled by vehicles.

4.209 This reported increase in carbon emissions is mainly the result of modelled rerouting impacts from the closure of Denison Bridge. It is expected the carbon impacts from traffic changes will be significantly less than the modelling indicates. However, even allowing for a reduced scale of traffic disbenefits, there would still be a net increase in carbon emissions.

Inclusive Growth Implications

4.210 The scheme inclusive growth implications include:

- Improving the accessibility of the rail station and services by low cost travel methods such as walking and cycling. This will improve access to employment, education and other opportunities and will be of particular benefit to those on low incomes.
- Supporting the development of key employment sites in Selby.

Equality and Diversity Implications

4.211 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

4.212 The scheme's equality and diversity implications are:

- The scheme will have positive impacts for some protected characteristic groups such as Age and Disability.
- No negative impacts are envisaged for any protected characteristic groups.
- The scheme will improve accessibility, particularly for those with mobility impairments by removing obstacles and conflicts and providing improved surfaces and new seating.

Consultation and Engagement

4.213 The promoters have undertaken 3 rounds of public consultation on the scheme and have also engaged with key stakeholders, including Network Rail and the Train Operating Companies. No further consultation is planned. The third round of consultation took place in October and November 2021, details can be found at [Selby Station Gateway | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/selby-station-gateway-your-voice)

Risks

4.214 The scheme risks and mitigations are:

- Detailed Design may not be accepted by rail industry organisations (within required timescales). This is mitigated by regular liaison with Network Rail (NR) and TransPennine Express, allowing them to have early visibility of the design to acquire informal feedback prior to formal submission. Pre-briefing other train operating companies (TOCs) prior to Station Change application.

- Signal ducting: No capacity to reuse ducting for Ousegate/A19 (and The Crescent/Bawtry Rd) junctions works. This is mitigated by carrying out ducting surveys before construction commences and regular engagement with traffic signals team during construction.
- Ground and building conditions may be worse than anticipated and/or contaminated. This is mitigated by excavating trial holes to verify ground penetrating radar survey results and potentially amending design on site if need.
- Unexpected, buried services, structures, lighting, highways, landscaping, signal poles, archaeology, and utilities could be encountered during construction. This is mitigated by reviewing extents/depths of excavation to reduce risks where possible. Ensuring statutory undertakers enquiries are carried out. Ensuring archaeology planning conditions are in place prior to construction. Skim planning and overlaying will be utilised where feasible as an alternative to full excavation.

Costs

4.215 The total scheme costs are £25,375,508.

4.216 The Combined Authority's contribution is £20,289,375 from the Transforming Cities Fund (TCF).

4.217 The remaining funding is £5,086,133 from NYC capital funds.

4.218 The Combined Authority will need to enter into an addendum to the existing funding agreement for up to £20,289,375 from the Transforming Cities Fund (TCF) with North Yorkshire Council, subject to confirmation from the Department for Transport that funding for Financial Years 2024/25, 2025/26 and 2026/27 is available.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (completion/service delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision Combined Authority's Director of Transport, Policy and Delivery (DoTPD): Choose an item.	27/11/2026

Other Key Timescales

- Start of delivery – 30/09/24
- Completion date – 31/10/26

Assurance Tolerances

4.219 The previous approvals and assurance tolerances set are outlined below:

Control area	Baseline Tolerance approved by the CA at DP2 SOC	Baseline Approval by the CA at DP2 - SOC	Approval by the CA at DP3	Change Request Approval	Requested approval at DP4	Within tolerance?
Date	25/06/20		22/02/22	11/09/23	14/03/24	
Total Cost	£20,756,691		£20,502,216	£22,057,000	£25,375,508	
Combined Authority Funding	10%	£17,650,000	£17,650,000	£20,000,000	£20,289,375	Y
Completion Date (DP5)	6 months	31/03/23	26/09/2023	21/07/25	30/10/26	N
Outputs & Benefits	-	-	10% As per report	As per report	As per report	Y

4.220 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

4.221 In the strategic case, the policy fit and case for change are well explained. The promoter has carried out three rounds of public consultation and can point to a high level of support and can demonstrate that the consultations have shaped the proposals.

4.222 The economic case has not yet been fully appraised, but the promoter assesses that the value for money position is a benefit cost ratio of 0.31:1 which is categorised as Poor value for money. This can be seen to result from the modelled highway disbenefits caused predominantly by re-routing motorised traffic. The promoter contends that the actual highway disbenefits may well be less than the modelled results citing the observed impacts of a recent temporary closure of the canal bridge, which will be permanently closed to motor vehicles in the scheme.

4.223 The commercial case is well established with a contractor already in place following an appointment on an Early Contractor Involvement basis. This has enabled contractor input into final detailed design and early planning for wider supply chain and works phasing considerations.

4.224 There is uncertainty in the financial case as the final scheme price has not been confirmed, so affordability potentially remains an outstanding issue.

Since the last approval, the promoter has requested an additional £289,375 of TCF funding through the DfT's change control process. The DfT have now confirmed that the request has been approved.

- 4.225 The management case presents uncertainties, as several statutory and regulatory consents remain outstanding and again failure to obtain these within the timescales required could impact on programme and cost. The acquisition of one parcel of land is also still in process, but the promoter feels that this is a low risk.
- 4.226 Overall, the submission provides sufficient assurance to recommend approval, subject to the recommended conditions.

Recommendations

- 4.227 The Combined Authority approves that, subject to the successful outcome of the Department for Transport Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:
- (i) The Selby Station Gateway scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery)
 - (ii) Approval to increase the Combined Authority's contribution for phase 1 by £289,375, from £20,000,000 to £20,289,375 is given, with the additional contribution to be funded by reallocating £289,375 from the TCF Skipton scheme. The total scheme value for phase 1 is £25,375,508. The total scheme value for phase 1 and 2 is £32,535,508.
 - (iii) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £20,289,375, subject to confirmation from the Department for Transport that funding for Financial Years 2024/25 and 2025/26 is available.
 - (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Kirklees Speed Limit Review
Stage	2 (scheme development)
Decision Point	2 to 4 (business justification)

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

Background

- 4.228 This scheme will be funded from the City Regional Sustainable Transport Settlement (CRSTS) Fund. The £830m CRSTS fund was awarded in the summer of 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling), the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire, and the pressure this creates on the network, so that public transport becomes an attractive and truly viable alternative to the car.
- 4.229 In September 2021, Kirklees Council published their speed limit review, which was undertaken in line with the Department for Transport's (DfT) guidance to Transport Authorities to keep their speed limits under review and to consider the introduction of 20mph speed limits and zones as over time, as appropriate, in order to increase safety to pedestrians and road users. This scheme will implement a significant number of the review's recommendations, with a primary focus on improving road safety.
- 4.230 This will be delivered through a package of interventions which will include the review of existing 20mph speed limit zones, the production of school travel action plans as well as the replacement of missing or damaged speed limit signs and lines.
- 4.231 This scheme will provide replacements for missing or damaged speed signage, rectify any related traffic regulation order discrepancies (road lining and signage) and the review of the existing 20mph speed limit zones. In addition, 36 school action plans will be produced, and it is expected that up to three of these plans will be implemented within the scope of this scheme, all of

which will improve safety and encourage increased uptake of active forms of travel, such as walking or cycling.

4.232 The scheme objectives are:

- To tackle the climate emergency by encouraging a shift from cars to more sustainable modes of transport such as walking and cycling, speed reduction and improved driving styles especially around school streets and built-up areas. This scheme has a target of a minimum 6.3% move from car use to more sustainable forms of transport in the areas around schools, with action plans to be implemented within 2 years of their finalisation.
- To improve safety outside schools to protect children, who are one of our most vulnerable user groups achieving zero killed or serious injury (KSI) collisions in line with the regional vision zero ambition.
- To ensure speed limits across the district are both appropriate and legally enforceable in order to reduce collisions and contribute to Vision Zero.

4.233 A summary of the scheme's business case is included in **Appendix 8**.

Outputs and Outcomes

4.234 The scheme outputs include:

- Replacement of 132 missing or damaged speed limit terminal signs across the district.
- Resolution of 46 discrepancies between signage/lining and the existing Traffic Regulation Orders (TRO).
- Replacement of 212 damaged speed limit repeater signs.
- Completion of a desktop review to provide key recommendations for existing 20mph zones in Kirklees utilising existing speed data.
- Production of 36 school action plans.
- Implementation of interventions of 2-3 school action plans.

4.235 The scheme outcomes are:

- Improved safety from speed limit compliance, contributing to the region's overall target of reducing Killed or Serious Injured (KSI) road collisions to zero by 2040.
- Reduction in car travel to schools by 6.3%, with a switch to sustainable transport modes, such as walking and cycling, by encouraging and enabling behaviour change.

Tackling the Climate Emergency Implications

4.236 The scheme's tackling climate emergency implications are:

- Contributing to lowering carbon emissions from reduced traffic speeds and by encouraging a shift to walking and cycling for school related trips, instead of the car.

4.237 A Stage 1 (activity 2) Carbon Impact Assessment has been provided which in general assumes no adverse impacts in relation to carbon emissions. A positive impact in terms of greenhouse gas emissions and air quality is expected as a result of behaviour change leading to a shift from car travel to more sustainable modes.

4.238 Quantification of carbon changes is not available at this stage of the scheme, due to the as the early stage of intervention identification and planning. Carbon changes will continue to be monitored and factored into the planning and delivery of interventions throughout this scheme.

Inclusive Growth Implications

4.239 The scheme inclusive growth implications include:

- Improved road safety and the development of school active travel action plans will target low income communities, improving access to education and training for those people who rely on walking and cycling and do not own a car.

Equality and Diversity Implications

4.240 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

4.241 Positive impacts are anticipated for all users, including protected groups as defined in the Equality Act 2010, including:

- Age – Improved safety for children by limiting car use and reducing speeds around schools. This will also contribute to improved air quality, supporting health benefits for all ages.
- Disability - Improved access to the highway through improvements in safety. Disabled users are to be considered specifically in the engagement for school action plans to address any specific barriers to more active forms of transport for this group. Improvements to air quality improvements will particularly benefit this group.
- Pregnancy / maternity - Improved access to the highway for pushchair or buggy users will be considered during the engagement and production of action plans.
- Sex – Safety for women and girls will be enhanced through improvements to natural surveillance.

4.242 Further work on equality and diversity impacts will be carried out as part of developing the school action plan and design of schemes to be implemented.

Consultation and Engagement

4.1 Consultation and engagement has not been undertaken for this scheme at this stage. Engagement is being planned, with different approaches for the different scheme elements proposed:

- Replacement of missing or damaged signage – engagement will comprise informing councillors of the works and providing programme updates due to small construction impacts involved.
- Traffic regulation order (TRO) discrepancies changes – the TRO changes are subject to a statutory consultation process, and ensures that stakeholders key stakeholders, including residents or resident groups, emergency services and action groups are engaged.
- School action plan production and implementation – this will be undertaken following funding being secured and will involve the creation of a working group and surveying parents, residents/resident's groups and school children, engagement with the school staff, boards and relevant councillors.

Risks

4.2 The scheme risks and mitigations are:

- Inflation significantly increases costs, affecting the scheme's affordability and deliverability. This is mitigated through a 10% risk contingency applied and ringfenced to each individual workstream, to prevent increases in cost to one work stream reducing the funding available to others. If required, the scope of impacted workstreams will be reviewed and reduced if necessary.
- Risk that maintenance costs have not been costed in, affecting the lifespan and quality of signage. This is to be mitigated by prioritising its maintenance against other safety critical highways signage.

Costs

4.3 The total scheme costs are £1,052,000.

4.4 The Combined Authority's contribution is £900,000 from the CRSTS Fund.

4.5 The remaining funding is £152,000 from Kirklees Council's Highways Safety Team budget.

4.6 At decision point 1 (strategic assessment) £25,000 of development costs were approved to develop the business justification.

4.7 As part of this decision point 2-4 (business justification case), the scheme seeks full approval of £875,000, taking the total approval to £900,000.

4.8 The Combined Authority will need to enter into a funding agreement with Kirklees Council for expenditure of up to £900,000 from the CRSTS Fund.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (completion/service delivery)	<p>Recommendation: Combined Authority's Programme Appraisal Team</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	31/03/2027

Assurance Tolerances

- 4.9 This approval is the first decision point for the scheme at committee. The assurance tolerances for the recommended approval in this report are:

Assurance tolerances
<p>Combined Authority funding remain within +10% of those outlined in this report.</p> <p>Completion/service delivery date remains within +6 months of those outlined in this report.</p> <p>Outputs remain within -10% of those outlined in this report.</p>

Appraisal Summary

- 4.10 The scheme aims to provide highway safety enhancements through encouraging speed limit compliance and enabling speed limit enforcement, particularly in the vicinity of schools. This aims to reduce collision rates on the district highways and enhance the attractiveness of using active travel for school trips due to the perception of improved safety.
- 4.11 The general principle of the scheme aligns, strategically, with the aims and aspirations of a number of policies and strategies of the Combined Authority, such as the Strategic Economic Framework, West Yorkshire Plan and the West Yorkshire Investment Strategy, as well as the Mayor's Pledges, due to benefits relating to inclusive growth, promotion of sustainable forms of travel and contributing to the reduction of carbon emissions.
- 4.12 A high-level economic appraisal of the scheme was undertaken, and this indicated that the benefits of the scheme would outweigh the costs, albeit it would offer low value for money.
- 4.13 The project is to be split into different workstreams for the different elements of the scheme and these will follow different delivery timeframes, but all works are to be complete by March 2027. The replacement signs and lining changes are expected to be delivered sooner but more time is involved in developing the school action plans, implementation of measures and scheme monitoring to understand the impacts of the interventions. Consultation and engagement is planned to target key stakeholders but will be limited in scope and scale given the value of the schemes. Engagement with the schools is expected to commence once delivery funding has been confirmed.

Recommendations

- 4.14 The Combined Authority, subject to the conditions set by the Portfolio Investment Panel, approves that:
- (i) The Kirklees Speed Limit Review scheme proceeds through decision point 2 - 4 (business justification case) and work begins on activity 5 (delivery).
 - (ii) Full approval to the Combined Authority contribution of £900,000, is given. The total scheme cost is £1,052,000.
 - (iii) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £900,000.
 - (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Projects in Stage 3: Delivery and Evaluation

Project Title	CIP A58 – A672
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 4)

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

Background

- 4.15 The A58/A672 corridor improvement scheme is being delivered through the Corridor Improvement Programme (CIP) funded by the West Yorkshire-plus Transport Fund (WY+TF).
- 4.16 The WY+TF is a £1 billion fund covering West Yorkshire and York. The objectives of the WY+TF are to enable key employment and housing development areas and help create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.17 The CIP programme supports the WY+TF by delivering schemes which will improve connectivity and remove constraints to housing and employment growth in the Spatial Priority Areas identified in the Leeds City Region Strategic Economic Framework (SEF).
- 4.18 The A58/A672 scheme includes a package of small-scale transport interventions 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.
- 4.19 The scheme includes junction improvements and highway reconfiguration, new traffic signals, introduction of traffic management measures such as parking restrictions, bus stop access and facility improvements, the provision of pedestrian crossing facilities, cycle infrastructure and wayfinding signage. There are also public space improvements including the redevelopment of the area around Sowerby Bridge market, by demolishing the market building to

make provision for two ramped cycle routes onto the canal and a flexible market space.

4.20 The scheme will reduce journey times for all users along the corridor, supporting an improvement in journey reliability and reducing the levels of congestion, which will also improve the local air quality. Delivery of sustainable travel improvements will benefit bus users, pedestrians, and cyclists who wish to make local trips by bus, foot, or bike. The package of measures will also collectively improve road safety for all users.

4.21 The scheme is in activity 5 (Delivery) and construction started on the project in December 2021. A change request has now been presented due to revisions to the schemes scope, increase in costs, and to extend the delivery timescales.

Scope change

4.22 Removal of signalisation and proposed one way gyratory at the A58 junction with Station Road and Sowerby New Road. During the traffic regulation order process, issues were encountered in relation to the ability of heavy goods vehicles to negotiate the proposed one way gyratory. This led to the removal of this element of the scheme, however the proposed parking and footway improvements are to be retained.

4.23 Removal of the proposed cycle improvements along Pye Nest Road and between Swires Road and King Cross Road - Objections to the proposals during the TRO consultation process led to this element being removed.

Increase to scheme cost

4.24 As part of finalising the design and cost at the site of the former Sowerby Bridge market, it was identified an increase in costs were required to fully account for works to the underlying retaining structures for Sowerby Bridge market with an increase in costs to ensure that the intended design quality was maintained.

4.25 The A58/A672 scheme has additionally incurred a cumulative increase in cost of £684,990 because of inflation of materials required during construction so far, of which it secured an additional £380,550 from the WY+TF as part of the 2022 inflation review, with approval of a further £304,440 now sought to address the additional cost gap for inflation in the intervening period.

Delivery timescales

4.26 Because of the additional time needed to review the respective issues at A58 Station Road gyratory and the site of the former Sowerby Bridge market, a revised programme now forecasts construction to complete in December 2024.

Outputs and Outcomes

4.27 The scheme outputs include:

- 1.0km of new cycle lanes.
- 0.47km of new shared space.
- 1.5km of improved pedestrian provision.
- Improvement to 7 bus stops/shelters.
- Installation of 3 Real Time Information screens.
- Upgrade to 1 Variable Message Sign equipment.
- Junction improvements, highway layout changes, and revised parking and loading measures at locations along the corridor.

4.28 The scheme outcomes are:

- Deliver journey time savings of up to 3 minutes in the peak periods of the modelled areas of Sowerby Bridge and Ripponden, supporting an improvement in journey times for all traffic travelling along the corridor by 5%.
- Improve access and promote housing growth through improving traffic flow on the highway network, with 377 new homes identified in the revised Calderdale Local Plan along the corridor.
- Improve safety for all users along the corridor, particularly for pedestrians and cyclists.
- Support improvement to air quality along the corridor by reducing vehicle congestion and queuing.

4.29 The benefit cost ratio (BCR) has reduced from 4.19 (very high) to 1.81 (medium). This is mainly because of a combination of increase in scheme costs and loss of highway user benefits following the removal of the one-way gyratory at the A58 Station Road junction.

Tackling the Climate Emergency Implications

4.30 The scheme's tackling climate emergency implications includes:

- To support better local air quality by enhancing the operational efficiency of the highway network to reduce congestion levels and idle traffic.
- To deliver a low emission, sustainable transport system by improving the bus, walking, and cycling provision along the corridor, with improved bus stop locations and facilities, footway widening and improved crossing provision, and new cycle lanes.

4.31 The scheme business case pre-dates the Combined Authority's carbon impact assessment tool, so a whole life carbon assessment has not been carried out. The assessment previously submitted on the operational period indicated a modest carbon saving of 1,998 tonnes over a 60 year appraisal period.

Inclusive Growth Implications

4.32 The scheme inclusive growth implications include:

- Delivery of the highway improvements will support better access for all to strategic sites such as employment, education, and housing.
- Delivery of bus, walking, and cycling improvements will further benefit lower income households who do not own a car, with better opportunity to access key sites via lower cost solutions of the bus, by foot, or by bike.
- Encouraging less car use will improve the local air quality and support health benefits for residents.

Equality and Diversity Implications

- 4.33 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development. There is no change to the EqIA assessment as a result of this change request.

Consultation and Engagement

- 4.34 The scheme carried out two rounds of public consultation in 2018 and 2020 respectively as part of developing the business case, and also consulted with key stakeholders including the Sowerby Bridge Development Board, local ward councillors, and local businesses. Details can be found here <https://www.yourvoice.westyorks-ca.gov.uk/ccip2>. Following approval of this change request, a comms exercise is planned to update the public and key stakeholders on scheme progress.

Risks

- 4.35 The scheme risks and mitigations are:
- That inflation is higher than the tendered costs, impacting affordability. This has been mitigated by including appropriate inflation costs based on the latest indices with risk of further rises to be monitored on an ongoing basis.
 - That members do not support the revisions, impacting deliverability. This has been mitigated by engaging with members on business case development and proposed changes to the design, with this to continue during the construction phase.

Costs

- 4.36 The total scheme costs are £6,775,769, which is an increase of £1,333,769 from the previous cost of £5,442,000 approved by Transport Committee on 14 December 2022 via the inflation review.
- 4.37 The Combined Authority is fully funding the scheme from the WY+TF.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
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5 (completion/service delivery)	Recommendation: Combined Authority's Portfolio Investment Panel (PIP) Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	29/01/2025
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Other Key Timescales

- Start of construction Sowerby Bridge central in May 2024
- Start of construction Sowerby Bridge west in June 2024
- Construction to complete for all elements by December 2024

Assurance Tolerances

4.38 The previous approvals and assurance tolerances set are outlined below:

Control area	OBC		FBC	FBC+	Inflation Review (December 2022)	This change request	Within tolerance?
Date	2 August 2018		25 September 2020	30 July 2021	December 2022	14 March 2024	
Total Cost	£6,042,000		£4,947,000	£4,947,000	£5,442,00	£6,775,769	
CA Funding	+10%	£6,024,000	£4,947,000	£4,947,000	£5,442,000	£6,775,769	N
Completion Date (DP5)	+3 months	March 2021	November 2022	November 2022	December 2023	December 2024	N
Outputs /Outcomes	+/- %	N/A	N/A	N/A	N/A	Scope now revised	N

4.39 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report. Completion/service delivery date remains within +6 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.40 The scheme is currently on site. The reasons for the increase in the A58/A672 scheme costs are clearly set out and understood and further funding has been identified to complete delivery.
- 4.41 The increase to scheme costs plus the revisions to the scheme scope, notably the removal of the gyratory and loss of highway user benefits at the A58 Station Road junction however do have an impact on the value for money position. It is however documented that the scheme explored alternative solutions before submitting the proposed way forward.

Recommendations

- 4.42 The Combined Authority approves that:
- (i) The change request for the A58/A672 Corridor Improvement scheme to increase the Combined Authority contribution by £1,333,769 from £5,442,000 to £6,775,769, to revise the scheme scope, and to extend the Delivery completion date (decision point 5) from December 2023 to December 2024.
 - (ii) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure up to £6,775,769.
 - (iii) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Zero Emission Bus Regional Area (ZEBRA)
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 5)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 4.43 This scheme is funded by the Department for Transport's Zero Emission Bus Regional Area (ZEBRA) fund. It is part of a wider approach to addressing emissions from the region's bus fleet. It forms part of West Yorkshire's approach to addressing the climate emergency and contributing to the regional target to be net-zero carbon by 2038, with significant progress made by 2030.
- 4.44 The Combined Authority has declared a climate emergency and has a strategic aim to have a zero-emission bus fleet by 2036, with significant progress made by 2030.
- 4.45 This ZEBRA project is the first of three project phases making up the Zero Emission Bus (ZEB) programme that will invest in the conversion of the West Yorkshire bus fleet away from diesel vehicles. The ZEBRA project is currently introducing charging infrastructure and 136 zero emission buses in this programme on routes in Bradford, Leeds and Wakefield. Alongside this, work is ongoing on the planning and development of phase 2, which will introduce zero emission buses to Calderdale and Kirklees, and phase 3, which will identify and introduce zero emission buses to areas within West Yorkshire that are underserved by phases 1 and 2. Phase 2 and 3 will seek committee approval separately.
- 4.46 The Combined Authority's Zero Emission Bus Regional Area (ZEBRA) programme is being delivered in partnership with bus operators in West Yorkshire.
- 4.47 The scheme supports the West Yorkshire Climate and Environment Plan 2021-2046 by reducing emissions and complements the Bus Improvement Plan for raising the quality of bus services and the travel experience to level up communities and encourage drivers to leave their cars at home.
- 4.48 The project now comes forward to request:

- Scope changes and an extension to project timescales to the ZEBRA project (Phase 1).
- Accept new funding from the second round of Zero Emission Bus Regional Area funding (ZEBRA 2), if awarded by the Department for Transport (DfT) and extend project delivery timescales.

Scope changes and extend project delivery timescales to the ZEBRA project (Phase 1).

- 4.49 Reallocation of previously approved funding between partner bus operators is requested. This will result in an additional 5 zero emission buses being added to the West Yorkshire bus fleet. No additional funding is sought for this element. The full details are available in exempt Appendix 9.
- 4.50 An extension of delivery completion timescales is requested. The full details are available in exempt Appendix 9.

Accept new funding from ZEBRA 2, if awarded by the Department for Transport (DfT) and extend project delivery timescales.

- 4.51 In September 2023, the Department for Transport (DfT) launched the second round of Zero Emission Bus Regional Area funding (ZEBRA 2), with £129 million to be awarded between successful bidders. As with the first ZEBRA fund, all monies will be exclusively used to purchase zero emission buses and install associated charging infrastructure. These will be ‘top of the range’ buses equipped with the latest technology and passenger features including superfast 4G Wi-Fi, phone holders with USB and wireless power charging at each seat and reading lights. This project will continue to introduce ‘top of the range buses’ to those most in need of levelling up.
- 4.52 Bus operators will continue to contribute substantial match funding investment but without the provision of grants, these buses would not be introduced so soon, on this scale or to the communities targeted. In addition, the introduction of the zero emission buses will allow the oldest and most polluting buses to be removed from service.
- 4.53 The Combined Authority has submitted a bid for ZEBRA 2 funding and hopes to be awarded up to £6,196,125. The DfT will award funding at the end of March 2024, and the project comes forward to request full approval for spending up to this amount if successful. This would provide an additional 41 zero emission buses and associated charging infrastructure and would bring the total zero emission buses to be delivered by this scheme to 182. Advance approval to spend the ZEBRA 2 funding, if it is awarded, is now sought so that orders for the zero emission buses can be placed immediately. This must be done by May 2024 to secure manufacturing slots so that the vehicles can be built and delivered in time to meet the DfT’s funding timescales. Full details are available in exempt Appendix 9.

Outputs and Outcomes

- 4.54 The scheme outputs include:

- Introduce 141 zero emission buses to West Yorkshire from March 2024. If ZEBRA 2 funding is awarded this will rise to 182.
- Charging infrastructure to support the provided zero emission buses.

4.55 The scheme outcomes are:

- Reduction in carbon emissions by 7,000 tonnes of carbon dioxide equivalent (CO_e) per year.
- Improved Air Quality by reducing emissions of 50 tonnes of Nitrogen Oxides (NoX) per year.
- Increased proportion of zero emission buses on the West Yorkshire bus network.
- Improved customer experience through provision of high specification zero emission buses.

Tackling the Climate Emergency Implications

4.56 It is intended that the new electric buses will remove the most polluting diesel powered buses from use, with the better quality buses filtering down the fleet, which will be monitored quarterly.

4.57 Charging infrastructure will be introduced strategically to easily enable more electric buses to be added to the fleet.

4.58 The scheme aims to remove 50 tonnes of Nitrogen Oxides (NoX) a year and over 7,000 tonnes of carbon dioxide equivalent (CO_{2e}) emissions per year from busy urban routes including some of the 36 recognised Air Quality Management Areas (AQMA's) in West Yorkshire, where nitrogen oxide exceeds statutory limits.

Inclusive Growth Implications

4.59 The scheme inclusive growth implications include:

- The scheme focuses on routes with the lowest air quality, which also run through areas that are experiencing the highest levels of social and economic disadvantage. Poor air quality has a negative impact to the health of communities, which further contributes to social and economic inequality.
- The scheme will provide high specification electric buses to areas of highest economic need.

Equality and Diversity Implications

4.60 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.

- 4.61 The specification of all the zero emission buses will improve facilities for all users and will include audio visual equipment in line with the Department for Transport's defined criteria.
- 4.62 Exact specifications vary between the three bus operators, but will include improvements to wheelchair provision, such as low floors and automatic ramps.

Consultation and Engagement

- 4.63 Due to the nature of the scheme, which is to provide funding directly to bus operators to purchase electric buses and charging infrastructure, the promoters have not undertaken public consultation and engagement. The scheme has been developed in consultation with bus operators through the bus alliance.

Risks

- 4.64 The scheme risks and mitigations include:
- Delay to the delivery of buses due to supply chain issues or lack of components for the buses, batteries or infrastructure to charge them.
Mitigated by regular and close monitoring and dialogue between the Combined Authority and bus operators to identify issues as early as possible and give maximum time to solve problems or source alternatives.
 - Cost increases caused by significant inflation rises could impact budgets over the lifetime of the project, forcing a re-evaluation of how many buses can be purchased.
Mitigated by the inclusion of contingency funding within the project and the impact of inflation will be closely monitored in collaboration with bus operators.

Costs

ZEBRA project (Phase 1)

- 4.65 The Combined Authority at its meeting on 1 July 2022 gave full approval to total scheme costs of £56,161,738, of which £24,565,171 is from the Combined Authority's Zero Emission Bus Regional Area (ZEBRA) fund.
- 4.66 The Combined Authority, at its meeting on 27 July 2023, gave approval to a change request to increase the Combined Authority's funding by £5,744,069, bringing the total scheme costs to £69,978,646, of which £30,309,240 is from the Combined Authority's ZEBRA fund.
- 4.67 This change request is not requesting additional funding but reallocation of previously approved funding. The Combined Authority will enter into an addendum to the existing funding arrangement with the bus operators. The agreements and amounts are shown in exempt **Appendix 9**.

ZEBRA 2

- 4.68 If ZEBRA 2 funding is awarded the total Combined Authority funding will be £36,505,365, of which £6,196,125 will be ZEBRA 2 funding.
- 4.69 The Combined Authority will enter into an addendum to the existing funding arrangement with the bus operators. The agreements and amounts are shown in exempt **Appendix 9**.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (completion/service delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Transport Policy and Delivery	31/03/2026

Other Key Timescales – ZEBRA 2 funding

- Funding announcement – expected March 2024
- Orders for ZEBs and Infrastructure placed – May 2024
- Design & contractor procurement commence – June 2024
- Infrastructure works commence – March 2025
- Infrastructure works complete – June 2025
- ZEB deliveries – October 2025
- Completion - all ZEBs in operation – March 2026

Assurance Tolerances

- 4.70 The previous approvals and assurance tolerances set are outlined below:

Control area	Baseline Tolerance approved by the CA at DP2 SOC	Baseline Approval by the CA at DP2 - SOC	FBC Approval by Transport Committee	Change Request Approval by Combined Authority	Request Change Request Approval	Within tolerance?
Date	23/06/22		01/07/22	27/07/23	14/04/24	
Total Cost	£81,161,738		£56,161,738	69,978,646	69,978,646	
Combined Authority Funding	10%	£49,565,171	£24,565,171	30,309,240	30,309,240	Y

Control area	Baseline Tolerance approved by the CA at DP2 SOC	Baseline Approval by the CA at DP2 - SOC	FBC Approval by Transport Committee	Change Request Approval by Combined Authority	Request Change Request Approval	Within tolerance?
Completion Date (DP5)	6 months	29/03/24	28/06/24	31/03/24	31/03/26	N
Outputs & Benefits	-10%	-	-	-	-	Y

4.71 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
<p>Combined Authority funding remain within those outlined in this report.</p> <p>Completion/service delivery date remains within +6 months of those outlined in this report.</p> <p>Outputs remain within -5% of those outlined in this report.</p>

Appraisal Summary

- 4.72 The requested changes are well explained and suitable justification has been provided.
- 4.73 The change request can be seen to strengthen the strategic case as the decarbonisation and air quality benefits will be accrued across a wider area with more zero emission buses (ZEBs) being provided and other organisations making use of the new charging facilities.
- 4.74 The commercial case is unaffected as the partner bus operators already have procurement arrangements in place.
- 4.75 The economic case can be seen to be potentially positively affected if the ZEBRA2 funding bid is successful, as the additional outputs from the ZEBRA2 funding has a slightly higher benefit cost ratio (BCR) than the current scheme.
- 4.76 The financial case is similarly positive as the change request entails an increased amount of private sector match funding.
- 4.77 In the management case, slower than expected progress on the current scheme means that an extension of delivery timescale of 16 months (from 31 March 2024 to 31 July 2025) is needed. The reasons for this are well explained in the request and the time extension appears reasonable.
- 4.78 If the ZEBRA 2 funding bid is successful, this will extend the delivery timescale for that aspect to 31 January 2026.
- 4.79 It should be noted that changes to funding allocations between bus operators, and the extension of timescales changes detailed in this change request have

been formally approved by the Department for Transport (DfT) through their change control procedure.

4.80 The submission offers sufficient levels of assurance to recommend approval.

Recommendations

4.81 The Combined Authority approves that:

- (i) The change request to for the scope changes and extension to project timescales to the ZEBRA project (Phase 1) as detailed in exempt Appendix 9.
- (ii) The change request to accept new funding from the second round of Zero Emission Bus Regional Area funding (ZEBRA 2), if awarded by the Department for Transport (DfT) and extend project delivery timescales as detailed in exempt Appendix 9.
- (iii) The Combined Authority enters into addendum to the existing funding agreements with the bus operators for the sums detailed in exempt Appendix 9.
- (iv) That a delegation to the Combined Authority's Chief Executive is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (v) Future approvals are made in accordance with the assurance pathway approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Active Travel Fund Programme and Capability Fund Programme
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 5)

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

Background

- 4.82 The Active Travel Fund (ATF) programme delivers improved and safe walking, wheeling, and cycling infrastructure across West Yorkshire. The Capability Fund programme provides behaviour change interventions across West Yorkshire at both a district and region-led level to encourage and enable cycling, wheeling and walking and also assists in developing a pipeline of schemes for future active travel funded works by carrying out appropriate feasibility studies.
- 4.83 Active Travel England (ATE) is the government's executive agency responsible for making walking, wheeling, and cycling the preferred choice for everyone to get around in England.
- 4.84 The Active Travel Fund 2 (ATF2) programme was approved by the West Yorkshire and York Investment Committee on 05 November 2020. The Active Travel Fund 3 (ATF3) programme was approved by the West Yorkshire Combined Authority on 22 October 2021, approving the delivery of the ATF3 programme. A change request for the ATF3 programme was approved by the West Yorkshire Transport Committee on 01 July 2022 to extend the programme end date from 31 March 2023 to 31 March 2024.
- 4.85 On 22 March 2023, Active Travel England awarded the Combined Authority £17,430,668 to deliver its Active Travel Fund Tranche 4 (ATF4) programme and Capability Fund programme across 2023/24.
- 4.86 A combined strategic outline case (SOC) for Active Travel Fund Tranche 4 and the Capability Fund was approved by the Transport Committee on 07 July 2023, in effect bringing all Active Travel tranches under one programme.
- 4.87 The ATF4 programme builds on the Emergency Active Travel Fund (EATF, announced on 23 May 2020) which installed temporary walking and cycling

projects to combat the impacts of the Covid19 pandemic, and subsequent tranches 2 and 3 for the delivery of longer term, permanent walking and cycling infrastructure. The Emergency Active Travel Fund has now been successfully delivered, with tranches 2, 3 & 4 currently in development and delivery.

- 4.88 The funding for ATF4 is to be committed by 31 March 2024 and delivered by 31 March 2025. ATE defined committed as a decision by the local authority to proceed with a scheme, e.g. when the scheme design and build activities are under contract or a business case for design and build is agreed by the executive.
- 4.89 The Capability Fund is a revenue fund awarded from central government through ATE and funds pipeline development of active travel schemes and behaviour change activity to encourage public use of and engagement with new and existing active travel infrastructure, activity including cycle and bike maintenance training and marketing campaigns.
- 4.90 The Capability Fund was originally due to be delivered by 31 December 2023. This timescale was challenging due to reduced timescales post award and competing pressures on capital programme delivery. A change control request was submitted to ATE in December 2023 to extend the timescales of the Capability Fund by 12 months to ensure high-quality delivery could be completed. The change control request was approved by ATE on 17 January 2024 allowing the delivery completion date to be extended to 31 December 2024.
- 4.91 The investment objectives of Active Travel England include:
- For 50% of short urban trips in England to be walked, wheeled, or cycled by 2030,
 - To increase active travel (walking, wheeling, cycling) from 41% in 2018 to 46% of short urban trips by 2025,
 - For 55% of primary aged school children walk to school by 2025.
 - Schemes which enable women and girls to feel safer and more confident in choosing active travel modes.

Active Travel Fund Tranche 4 Extension (ATF4E)

- 4.92 Further funding was announced by Active Travel England (ATE) on 15 August 2023, to enable the funding of schemes that were unsuccessful in the ATF4 funding bid. The Combined Authority and West Yorkshire district partners were invited to bid up to £3,082,319 of ATF4E funding.
- 4.93 Within the ATF4 bid process schemes were put forward into either the 'core' or 'competitive' bid. The 'core' bid had an indicative total for the Combined Authority, the 'competitive' bid was for schemes put into a nationally competitive evaluation process to determine whether their funding was successful. From the ATF4 bid the Combined Authority total of the 'core' bid that was unfunded was £3,082,319. This is the amount the Combine Authority has been invited to bid up to for ATF4E schemes.

4.94 However, it has now been confirmed by ATE that the funding for ATF4E schemes does not have to focus solely on unsuccessful ATF4 schemes as these may no longer be feasible or affordable.

4.95 The ATF4E programme will require schemes to be committed by 31 March 2025 and delivered by 31 March 2026.

Active Travel Fund Programme Review

4.96 A number of changes are required in the various Active Travel Tranche programmes and for the Capability Fund programme. The additional ATF4E funding and Capability Fund Extension funding is also required to be added to the overall programme and the new schemes introduced, funding allocated, and assurance pathways set. The opportunity is therefore being taken to undertake a programme review and cover all the required changes in a single report.

Active Travel Fund Tranche 2 Changes

4.97 The ATF2 programme has now run beyond the original funding period ending 31 March 2022. While most schemes have been delivered, the remaining schemes in development require changes to milestone dates and/or outputs to successfully deliver them. In some instances, this includes a re-allocation of funding from originally planned schemes to alternative schemes with similar outcomes for active travel. Details of the changes are provided below.

Table 1

Scheme	Change type	Original budget	Updated budget
Segregated cycle routes in South Bradford (Fenby Avenue), Bradford	Removal of scheme due to ongoing challenges and changing priorities.	£578,200	£62,100
Ivanhoe Road, Bradford	Removal of scheme due to delivery from alternative funding source.	£5,900	£0
Keighley Central Connectivity Scheme, Bradford	Add scheme (through re-allocation of funds) Completion of delivery extension to 31/12/24	£0	£235,000
Cottingley Mercure to Bingley Cycleway, Bradford	Increased budget. Scheme is complete but was over-budget due to rising construction costs.	£256,060	£466,060
Holme Wood Connectivity scheme, Bradford	Additional scheme to be part funded by ATF2. Completion of delivery extension to 31/03/25	£0	£77,000 (part funding)

Low Traffic Neighbourhoods, Bradford	Change in scope from delivering three LTN schemes to delivering the Saltaire LTN in full. Milestone extension to 31/12/24	£307,800	£307,800
Primrose Lane (Spen Valley Greenway), Kirklees	Completion of delivery extension to 31/12/24	£736,000	£736,000
HNC Accessibility Works, Kirklees	Completion of delivery extension to 31/06/24	£412,726	£412,726

4.98 All changes are also subject to ATE approval via their change control process.

Active Travel Fund Tranche 3 Changes

4.99 Several ATF3 schemes require a change in milestone dates and/or outputs in order to successfully deliver the ATF3 programme. Details of the changes are provided below.

Table 2

Scheme	Change type	Scheme budget
Active Travel Neighbourhoods, Bradford	Change in scope to delivering three ATN schemes to delivering the Manningham connectivity scheme. Completion of delivery extension to 31/11/24.	£450,000
Darley Street, Bradford	Completion of delivery extension to 31/10/24.	£617,480
Active Travel Neighbourhoods, Calderdale	Change in scope to delivering three ATN schemes to delivering two community streets schemes (Moorfield and Ash Green). Completion of delivery extension to 30/09/24.	£475,000

Active Travel Fund Tranche 4 Changes

4.100 Since SOC approval, the forecast milestones for a number of schemes have changed. The original milestones from ATE were for funds to be committed by 31 March 2024 and delivery completed by 31 March 2025. Any change to the milestones set by ATE require approval from ATE via their change control process.

4.101 Delays to milestones have been caused by further work needed on business case development, as this is the first time districts have taken active travel schemes through the Combined Authority's assurance process individually. Details of the changes to the completion of delivery date (decision point 5) are provided below.

Table 3

Scheme	Original DP5 completion of delivery date at programme SOC	Updated DP5 completion of delivery date
Grandstand Road Ph1 and Ph2	01/03/2025	31/06/2025
Ackworth to Fitzwilliam	01/03/2025	31/12/2025
Armley Town Street	01/03/2025	31/12/2025
Mini-Holland Phase 1	30/06/2024	31/06/2025
Access to Schools, Calderdale	27/06/2025	31/12/2025
Access to Hospitals	01/02/2025	31/12/2025
Access to Schools, Bradford	01/04/2025	31/12/2025
Huddersfield Narrow Canal	29/02/2024	31/06/2025
Huddersfield Broad Canal	29/02/2024	31/06/2025

4.102 There are planned minor changes to outputs for the following ATF4 scheme, which are subject to ATE approval:

- West Yorkshire School Streets Fund. - A reduction in the number of school streets delivered from 10 to 8; the addition of cycle and scooter parking infrastructure to support the sustainability and success of existing school streets.

4.103 Following further discussion and consideration of the requirements for business case submission and design assurance, additional development funding is required to complete Business Justification Case submission for the following ATF scheme:

- Grandstand Road Phase 1 - As work has progressed on this scheme it has become clear that further development funding was required to fully work up a scheme BJC. An increase in the development funding of £21,720, from £15,280 to a total of £37,000 is requested. This funding is from within the Grandstand Road Phase 1 project budget and is not an additional ask to the ATF4 programme budget.

Capability Fund Changes

4.104 Since strategic outline case approval work has been undertaken to plan for and progress the delivery of the Capability Fund. This fund was originally to complete delivery by 31 December 2023.

4.105 The delivery timescales for this fund were challenging due to reduced timescales post award and competing pressures on capital programme

delivery. A change control was submitted to ATE to change the delivery completion date to 31 December 2024. This was approved by ATE on 17 January 2024. This will align delivery with the Capability Fund extension and ensure high quality work is delivered by giving districts the additional time needed to fully plan, procure, and deliver plans.

Active Travel Fund 4 Extension

- 4.106 As mentioned in above the Combined Authority and West Yorkshire district partners were invited to bid up to £3,082,319 of ATF4E funding.
- 4.107 This report seeks approval to add the new ATF4E funding to the ATF4 programme. A decision by ATE on the ATF4E bid submitted by the Combined Authority and West Yorkshire district partners has not yet been announced.
- 4.108 Details of the six new schemes to be added to the ATF4 programme, and which are to be funded from the ATF4E funding, are provided in below:

Table 4

Ref	Scheme	District	Indicative Budget
A	Silsden - Kildwick Towpath	Bradford	£1,053,429.00
B	Baildon to Thackley	Bradford	£253,300.00
C	Broadstone Way (Holme Wood)	Bradford	£415,500.00
D	Pellon Routes to Schools	Calderdale	£631,470.00
E	Lydgate School Safety	Kirklees	£378,620.00
F	Footway Widening Package	Leeds	£350,000.00

- 4.109 It is requested that work commences on activity 5 (delivery), subject to an approval to proceed, for schemes B, C, E & F.
- 4.110 It is requested that work progresses on development of a Business Justification Case for schemes A and D, with £80,000 of development costs for scheme A and £102,495 for scheme D.

Capability Fund Extension

- 4.111 The Capability Fund Extension is an £1,265,484 award to the Combined Authority and West Yorkshire partner councils. This was provided to the Combined Authority without the need for a bidding process. The purpose of this fund is to extend delivery of the Capability Fund programme of work, with the same outcomes of building capacity, developing networks, and promoting behaviour change. Activity will include extending existing interventions delivered by the Capability Fund, and delivering similar interventions within the same scope, e.g. bike training, LCWIP (Local Cycling and Walking Infrastructure Plans) development, bike maintenance upskilling, and community grant schemes.

4.112 The Capability Fund Extension will also assist in developing a pipeline of schemes for future Active Travel tranches by carrying out appropriate feasibility studies and evidence planning, as well as programme team costs to enable continued management of the Active Travel programme.

4.113 It will also undertake behaviour change interventions across West Yorkshire at both a district and region-led level, building on and expanding the Combined Authority's behaviour change activity to encourage and enable wider use of active travel modes.

4.114 It is therefore requested that the additional funding of £3,082,319 from the Active Travel Fund 4 Extension (subject to ATE approval) and additional funding of £1,265,484 from the Capability Fund Extension is added to the ATF4 programme. This will take the indicative approval of the Combined Authorities contribution from £19,961,635 to £24,309,438.

Outputs and Outcomes

4.115 The scheme outputs include:

Previous Approval	Revised	Variance (+/-)
<p>16 Infrastructure Schemes delivering:</p> <ul style="list-style-type: none"> • 1.52 miles of new segregated cycle infrastructure • 22 new junction treatments (to provide dedicated cycle facilities at junctions and improve cycle safety) • 0.28 miles of new permanent footways • 7.63 miles of new shared walking and cycling provision both on carriageway and off carriageway • 24.82 miles of road benefitting from improvements to make existing walking and cycling routes safer, including speed limit reduction (sign changes and reduced traffic flow) • 402 hectares benefitting from traffic management improvements including new permanent and temporary traffic regulation orders 	<p>22 Infrastructure Schemes delivering:</p> <ul style="list-style-type: none"> • 1.52 miles of new segregated cycle infrastructure • 37 new junction treatments (to provide dedicated cycle facilities at junctions and improve cycle safety) • 0.42 miles of new permanent footways • 7.63 miles of new shared walking and cycling provision both on carriageway and off carriageway • 25.8 miles of road benefitting from improvements to make existing walking and cycling routes safer, including speed limit reduction (sign changes and reduced traffic flow) • 402 hectares benefitting from traffic management improvements including new permanent and temporary traffic regulation orders 	<p>Minor output changes to the ATF4 programme (subject to ATE approval)</p> <ul style="list-style-type: none"> • 8 school streets <p>6 new Infrastructure Schemes delivering:</p> <ul style="list-style-type: none"> • 0.98 miles of improvements to make an existing walking/cycling route safer • 10 new road crossings • 15 junction treatments • 0.14 miles of new permanent footway

<ul style="list-style-type: none"> • 1.8 miles of bus priority measures that also enable active travel, e.g., bus gates • New cycle parking facilities in 12 locations • 25 new shared pedestrian and cycle road crossings • Improvements to streets around 16 schools to support safe walking, wheeling and cycling trips streets improvements 	<ul style="list-style-type: none"> • 1.8 miles of bus priority measures that also enable active travel, e.g., bus gates • New cycle parking facilities in 12 locations • 25 new shared pedestrian and cycle road crossings • 10 new road crossings • Improvements to streets around 16 schools to support safe walking, wheeling and cycling trips streets improvements • 8 school streets 	
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4.116 The scheme outcomes are:

- Increase in walking trips.
- Increase in cycling trips.
- Increase in modal shift to walking and cycling from the car.
- Improved health and lower workplace absenteeism due to physical activity.

4.117 Further work on determining the forecast programme outcomes and project level outputs and benefits will be carried out through the respective ATF4 and ATF4E project business cases.

4.118 For ATF4 schemes with a capital cost estimate above £750,000, an indicative value for money (VfM) assessment was carried out. The assessment reflected Benefit Cost Ratio's (BCR) ranging from 1.61 to 9.52, classifying schemes as Medium to Very High VfM when assessed against the Department for Transport's value for money criteria.

4.119 An indicative VfM assessment has been carried out using the DfT's Active Mode Appraisal Tool (AMAT) for the new ATF4E schemes. The assessment reflects Benefit Cost Ratio's (BCR) ranging from 1.83 to 3.94, classifying schemes as Medium to High VfM when assessed against the DfT's value for money criteria.

4.120 A more robust appraisal will be carried out as part of individual project business cases, when a better understanding of all intended and unintended impacts will be understood.

Tackling the Climate Emergency Implications

4.121 The ATF4 programme carried out a stage 1 qualitative Carbon Impact Assessment (CIA). The assessment records how the ATF4 schemes will support the various environmental and social categories. It has been

determined that this does not need updating as the scope of the programme is not changing.

- 4.122 The long-term impact of the schemes should positively contribute to transport greenhouse gas emissions by encouraging a reduction in private vehicles on roads, both directly and through linking with public transport interchanges (bus, rail). The re-allocating of road space, on some larger schemes, to walking and cycling presents an opportunity to design in green and blue infrastructure such as sustainable drainage, street trees and planting, supporting biodiversity (the natural ecosystem for plants and wildlife).
- 4.123 The Capability Fund Extension will contribute towards addressing the Climate Emergency through feasibility studies, data collection and learning that will support the development of a future pipeline of active travel schemes. These schemes will seek to support a reduction in carbon emissions from transport and improve the local air quality, whilst the behaviour change activities will complement this by raising awareness of access to cycling and enabling and encouraging additional cycling, wheeling, and walking trips.
- 4.124 A stage 2 quantitative Carbon Impact Assessment will be carried out as part of the development of each of the individual project business cases to determine whole life carbon impacts (construction and operational impacts). An exercise will also be undertaken to look at the programme-level carbon impact, which will inform the post scheme evaluation stage.

Inclusive Growth Implications

- 4.125 The ATF4E programme will improve links to the transport network across West Yorkshire, making it easier for more people to travel to work, education and training more sustainably and by more affordable means when compared to private car ownership. Additionally, by encouraging uptake of local trips by cycling and walking, it will reduce the pressure on owning and running a private vehicle.
- 4.126 Further detail on how each project at a local level will support the principles of inclusive growth will be provided through the individual project business cases.

Equality and Diversity Implications

- 4.127 The ATF4 programme has carried out an Equality Impact Assessment (EqIA), giving due consideration to the impact of the programme on protected groups.
- 4.128 The programme will deliver infrastructure that enables people of all ages (young and elderly) to undertake more journeys by cycling, wheeling, and walking especially for short, local trips, and to ensure provision of safe, segregated facilities that will benefit all users, especially those with a disability.
- 4.129 An EqIA for each of the respective projects will be carried out and submitted as part of the project business case submissions.

Consultation and Engagement

4.130 Consultation and Engagement is managed by the West Yorkshire District Partners on a scheme by scheme basis. The Combined Authority programme team monitor when public consultation and engagement will take place and are available for support where required.

Risks

4.131 The Active Travel Programme risks and mitigations are:

- Insufficient resources within delivery partners caused by increased workloads due to additional active travel funding streams.

The CA programme team look to mitigate this by ensuring work is not duplicated or abortive. The CA team also aim to forward plan information required from districts to allow for maximum response time. This remains as a very high risk as often information is required at short notice from ATE and the CA and district partners must work to the set deadlines to achieve further funding.

- That project costs increase above that estimated.

This has been mitigated by the programme building in allowance for inflation, risks, and contingency, and has an established Active Travel Board where it can take any additional funding requests to.

- Reallocation of road space and other active travel measures may increase opposition to schemes.

Opposition to such schemes can still be strong and has the potential impact of leading to a scheme being paused or cancelled, but measures taken by ATE to reduce road closures in current funding rounds has limited the impact of this. District partners have also learnt valuable lessons from previous tranches of ATF funding on consultation and engagement on active travel schemes.

- Funding deadlines missed through project delays, leading to funding being clawed back by ATE or DfT.

This is mitigated through regular updates between district partners and the CA programme team, where any potential slippage can be flagged early. ATE also now have a change control process in place that the programme has utilised where schemes will no longer meet set deadlines.

- Lack of political buy in due to insufficient engagement with ward members and ongoing political pressures.

This is mitigated through regular district partner engagement with the relevant ward members and portfolio holders to ensure schemes have the approval of political members.

4.132 The key Capability Fund Extension programme risk and mitigations are:

- Changes to policy relating to active travel.

This is mitigated through regular liaison with regional and district policy colleagues to ensure all work undertaken is consistent with any updated or emerging policies.

- Lack of public engagement, meaning the behaviour change activities are not successful.

This will be mitigated through expanding existing community engagement across the region, with community advocates shaping the way activity is delivered to ensure a high take up of the service offers.

Costs

4.133 Additional capital funding of £3,082,319 from the Active Travel Fund 4 Extension and additional revenue funding of £1,265,484 from the Capability Fund Extension is to be added to the ATF4 programme, taking the indicative approval to the Combined Authorities contribution from £19,961,635 to £24,309,438.

4.134 The total scheme value is £24,309,438.

4.135 The Combined Authority's contribution is £24,309,438 from the Active Travel Fund Tranche 4, Capability Fund, Active Travel Fund Tranche 4 Extension and Capability Fund Extension.

4.136 The Active Travel Fund 4 Extension funding is still to be confirmed by ATE.

4.137 The capital funding of £3,082,319 from the Active Travel Fund 4 Extension will be provisionally allocated to the six schemes as detailed previously in this report.

4.138 The following ATF4E schemes will require the development costs set out below in order to develop Business Justification Cases, and funding agreements will need to be entered into with respective partner councils.

- Silsden-Kildwick Towpath, Bradford - £80,000
- Pellon Routes to Schools, Calderdale - £102,495

4.139 Delivery of the Capability Fund Extension programme will cost £1,265,484. The indicative split of this funding for delivery of interventions are £759,290 for programme development and feasibility activities and £506,194 to deliver behaviour change initiatives. The Combined Authority's contribution is £1,265,484 from the Capability Fund Extension award.

4.140 The Combined Authority will need to enter into new grant funding agreements with each partner council for the following amounts from the revenue funding of £1,265,484 from the Capability Fund Extension.

- Kirklees Council up to £154,600.
- Calderdale Council up to £193,900.
- Wakefield Council up to £118,900.
- Bradford Council up to £118,400.

- Leeds City Council up to £278,900.

4.141 It is requested that an increase in the development funding by £21,720, from £15,280 to £37,000, is provided for the ATF4 Grandstand Road Phase 1 scheme. The Combined Authority will need to enter into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £37,000 from the Active Travel 4 fund.

Future Assurance Pathway and Approval Route

4.142 Active Travel Fund 4 Programme:

Assurance pathway	Approval route	Forecast approval date
Change request (activity 2)	Recommendation: Combined Authority's Director of Transport Policy and Delivery (DoTPD) Decision: Transport Committee	14/03/2024
5 (completion/service delivery)	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	31/12/2025

4.143 **New Active Travel Fund 4 Extension Schemes**

4.144 Silsden to Kildwick Towpath scheme, Bradford.

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Director of Transport Policy and Delivery (DoTPD) Decision: Combined Authority's Chief Executive (CE)	01/08/2024
5 (completion/service delivery)	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	30/04/2025

4.145 Baildon to Thackley scheme, Bradford.

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	01/04/2024

5 (completion/service delivery)	<p>Recommendation: Combined Authorities Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	31/03/2025
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4.146 Broadstone Way, Holme Wood scheme, Bradford.

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	01/04/2024
5 (completion/service delivery)	<p>Recommendation: Combined Authorities Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	31/03/2025

4.147 Pellon Routes to Schools scheme, Calderdale.

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	<p>Recommendation: Combined Authority's Director of Transport Policy and Delivery (DoTPD)</p> <p>Decision: Combined Authority's Chief Executive (CE)</p>	20/12/2024
5 (completion/service delivery)	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	30/09/2025

4.148 Lydgate School Safety scheme, Kirklees.

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	01/07/2024
5 (completion/service delivery)	<p>Recommendation: Combined Authority's Portfolio Investment Panel</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	01/10/2024

4.149 Leeds Footway Widening Package, Leeds.

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	01/01/2025
5 (completion/service delivery)	Recommendation: Combined Authorities Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	31/03/2025

Other Key Timescales

4.150 Changes to the Active Travel Fund 4 (ATF4) timescales as detailed previously in this report.

4.151 Key timescales for the Active Travel Fund 4 Extension (ATF4E) schemes.

Scheme	District	SoS Date	EoS Date
Silsden - Kildwick Towpath	Bradford	01/09/2024	30/04/2025
Baildon to Thackley	Bradford	01/05/2024	31/03/2025
Broadstone Way (Holme Wood)	Bradford	01/05/2024	31/03/2025
Pellon Routes to Schools	Calderdale	31/01/2025	30/09/2025
Lydgate School Safety	Kirklees	01/08/2024	01/10/2024
Footway Widening Package (LCC)	Leeds	01/02/2025	31/03/2025

Assurance Tolerances

Assurance tolerances for the Programme
Combined Authority funding remain within +10% of those outlined in this report. Completion/service delivery date remains within +6 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.
Assurance tolerances for projects progressing to activity 4 (BJC) or Approval to Proceed
Combined Authority funding remain within +10% of those outlined in this report. Completion/service delivery date remains within +6 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.152 The changes to the ATF2, 3 and 4 projects, as well as the Capability Fund will allow the full delivery of the programme of works to be completed.
- 4.153 The addition of the ATF4E and Capability Fund extension funding will provide further support to local, regional, and national strategic objectives and policies, notably around sustainable transport, and clean growth and will further build on the previous tranches of funding and delivery.
- 4.154 The Capability Fund programme is already in delivery and the extension of this programme and the additional ATF4E funding, which will run concurrently with the ATF4 funding, will allow further development of schemes to be made and for the behaviour change element to make a greater impact.
- 4.155 It appears that the new ATF4E funding is to be allocated solely to the new ATF4E schemes and the Capability Fund extension and that there are no additional allocations for programme management, risk, contingency and benefits reporting other than that provided for in the existing ATF4 programme.
- 4.156 The highest rated risk relates to 'insufficient resources within the delivery partner'. This risk is very relevant due to the additional development and delivery activities that the partners will be expected to complete to meet the ATE timescales in addition to the existing ATF schemes.
- 4.157 There is an Active Travel Evaluation Framework (v. February 2023) in place and that the framework will be followed and demonstrated through the project business cases. Appraisal notes that the Framework needs to be updated to include the ATF4E and Capability Fund Extension.

Recommendations

- 4.158 The Combined Authority, subject to the conditions set by the Portfolio Investment Panel, approves that:
- (i) Subject to Active Travel England approval, the changes to the Active Travel Fund 2 (ATF2), Active Travel Fund 3 (ATF3) and Active Travel Fund 4 (ATF4) projects in Tables 1, 2 and 3 of this report are approved.
 - (ii) The change request for the ATF4 Grandstand Road Phase 1 scheme to increase the development funding by £21,720, from £15,280 to £37,000, is approved and the Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £37,000 from the Active Travel 4 fund.
 - (iii) The change request for the ATF4 West Yorkshire School Streets scheme, to reduce the number of school streets from 10 to 8, is approved.
 - (iv) The change request for the Capability Fund to extend the DP5 completion of delivery date from December 2023 to December 2024 is approved (already been approved by ATE).

- (v) Additional funding of £3,082,319 from the Active Travel Fund 4 Extension and additional funding of £1,265,484 from the Capability Fund Extension is added to the ATF4 programme, taking the indicative approval to the Combined Authorities contribution from £19,961,635 to £24,309,438. The total scheme value is £24,309,438. (Active Travel Fund 4 Extension funding to be confirmed by ATE)
- (vi) Subject to confirmation of ATF4E funding by ATE, that the ATF4E funding of £3,082,319, funds the schemes in Table 4 and that work commences on activity 5 (Delivery) subject to an approval to proceed for schemes B, C, E & F. Grant funding agreements are to be entered into with the respective partner councils for the amounts in the Table 4 of this report for schemes B, C, E & F.
- (vii) Subject to confirmation of ATF4E funding by ATE, development costs of £80,000 are approved in order to progress scheme A in Table 4 to decision point 4 (via business justification case). A grant funding agreement is to be entered into with Bradford Council for £80,000.
- (viii) Subject to confirmation of ATF4E funding by ATE, development costs of £102,495 are approved in order to progress scheme D in Table 4 to decision point 4 (via business justification case). A grant funding agreement is to be entered into with Calderdale Council for £102,495.
- (ix) That the Capability Fund Extension funding of £1,265,484 is added to the Capability Fund Programme and that activity 5 (Delivery) continues.
- (x) The Combined Authority enters into new grant funding agreements with each partner council for the following amounts from the Capability Fund Extension:
- Kirklees Council up to £154,600
 - Calderdale Council up to £193,900
 - Wakefield Council up to £118,900
 - Bradford Council up to £118,400
 - Leeds City Council up to £278,900
- (xi) That a Delegation to the Director of Transport Policy and Delivery is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (xii) Future approvals are made in accordance with the assurance pathways and approval routes outlined in this report, subject to remaining within tolerances. Where further approval is required, the respective programme or schemes will return to the Transport Committee.

5 Tackling the Climate Emergency implications

5.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

6 Inclusive Growth implications

6.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

7 Equality and Diversity implications

7.1 Equality Impact Assessments (EqIA) have been undertaken on all projects included in this report as part of their business case development.

8 Financial implications

8.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

9 Legal implications

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

9.2 In accordance with the voting arrangements of the Combined Authority, all Combined Authority members may vote on this item with the exception of the Non-Constituent Council Combined Authority Member.

10 Staffing implications

10.1 A combination of Combined Authority and local partner council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

11 External consultees

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

12 Recommendations (Summary)

Transport Committee Delegation

12.1 The Combined Authority approves that:

- (i) Where scheme approval is required before 20 June 2024, the schemes outlined in paragraph 3.16 are delegated for approval to the Transport Committee, due to expediency of delivery.

BCPC Kings Road Sustainable Transport Corridor

12.2 The Combined Authority approves that:

- (i) The BCPC Kings Road Sustainable Transport Corridor scheme proceeds through strategic outline case (decision point 2) and work commences on outline business case (decision point 3).
- (ii) An indicative approval to the Combined Authority contribution of £34,999,161 is given. The total scheme value is £34,999,161.
- (iii) Development costs of £3,540,990 are approved in order to progress the scheme to outline business case (decision point 3) taking the total scheme approval to £3,790,990.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Metropolitan District Council for expenditure of up to £3,790,990.
- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Bus Highway Hotspot Improvement Programme

12.3 The Combined Authority approves:

- (i) Development costs of £252,000 are approved in order to progress the schemes to approval to proceed, taking the total scheme approvals to £592,000:
 - City of Bradford Metropolitan District Council: £232,000.
 - Wakefield Council: £20,000.
- (ii) The Combined Authority enters into an addendum to the existing funding agreements for expenditure as listed above.

12.4 The Combined Authority, approves that subject to the conditions set by the Portfolio Investment Panel that:

- (i) The Bus Highway Hotspot Improvement Programme proceeds through decision point 2 (strategic outline case) and work commences on decision point 5 (delivery) of individual schemes.
- (ii) Approval of £1,743,359, taking the total Combined Authority approval to £2,083,359 with indicative allocations for each scheme as below. The total scheme value is £2,083,359.
 - City of Bradford Metropolitan District Council: for expenditure of up to £1,287,004.
 - Leeds City Council: for expenditure of up to £350,899.
 - Wakefield Metropolitan District Council: for expenditure of up to £357,357.

- (iii) The Combined Authority enters into addendums to the existing funding agreements for expenditure as listed above.
- (iv) That a Delegation to the Director of Transport Policy and Delivery is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Huddersfield Rail Station Connections

12.5 The Combined Authority approves that:

- (i) The Huddersfield Rail Station Connections scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £15,702,478 is given. The total scheme value is £18,702,478.
- (iii) Development costs of £924,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2,541,389.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £2,541,389.
- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Dewsbury- Batley- Chidswell Sustainable Travel Corridor

12.6 The Combined Authority approves that:

- (i) The Dewsbury-Batley-Chidswell Sustainable Travel Corridor scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval is given to the Combined Authority's contribution of £9,992,299. The total scheme value is £9,992,299.
- (iii) Development costs of £926,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,775,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,775,000.

- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Harrogate Rail Station Gateway Active Travel Improvement

12.7 The Combined Authority approves that, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:

- (i) The Harrogate Rail Station Gateway Active Travel Improvement scheme proceeds through decision point 4 (full business case) to activity 5 (Delivery).
- (ii) Additional development costs of £200,000 are approved in order to progress the scheme to approval to proceed, taking the total scheme development cost approvals to £2,296,553.
- (iii) Approval of the Combined Authority's contribution of £11,006,970 is given. The total scheme value is £12,056,970.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £11,006,970, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.
- (v) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Skipton Station Gateway

12.8 The Combined Authority approves that, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:

- (i) The Skipton Station Gateway scheme proceeds through decision point 4 (full business case) to activity 5 (Delivery).
- (ii) Approval of the Combined Authority's contribution of £6,971,771 for Phase 1 is given. The total scheme value for Phase 1 is £7,171,771. The total scheme value for Phase 1 and Phase 2 is £15,070,000.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £6,971,771, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.

- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Selby Station Gateway

12.9 The Combined Authority approves that, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, that:

- (i) The Selby Station Gateway scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery)
- (ii) Approval to increase the Combined Authority's contribution for phase 1 by £289,375, from £20,000,000 to £20,289,375 is given, with the additional contribution to be funded by reallocating £289,375 from the TCF Skipton scheme. The total scheme value for phase 1 is £25,375,508. The total scheme value for phase 1 and 2 is £32,535,508.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £20,289,375, subject to confirmation from the Department for Transport that funding for Financial Years 2024/25 and 2025/26 is available.
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Kirklees Speed Limit Review

12.10 The Combined Authority, subject to the conditions set by the Portfolio Investment Panel, approves that:

- (i) The Kirklees Speed Limit Review scheme proceeds through decision point 2 - 4 (business justification case) and work begins on activity 5 (delivery).
- (ii) Full approval to the Combined Authority contribution of £900,000, is given. The total scheme cost is £1,052,000.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £900,000.
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

A58/A672 Corridor Improvement

12.11 The Combined Authority approves that:

- (i) The change request for the A58/A672 Corridor Improvement scheme to increase the Combined Authority contribution by £1,333,769 from £5,442,000 to £6,775,769, to revise the scheme scope, and to extend the delivery completion date (decision point 5) from December 2023 to December 2024.
- (ii) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure up to £6,775,769.
- (iii) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Zero Emission Bus Regional Area (ZEBRA)

12.12 The Combined Authority approves that:

- (i) The change request to for the scope changes and extension to project timescales to the ZEBRA project (Phase 1) as detailed in exempt Appendix 9.
- (ii) The change request to accept new funding from the second round of Zero Emission Bus Regional Area funding (ZEBRA 2), if awarded by the Department for Transport (DfT) and extend project delivery timescales as detailed in exempt Appendix 9.
- (iii) The Combined Authority enters into addendum to the existing funding agreements with the bus operators for the sums detailed in exempt Appendix 9.
- (iv) That a delegation to the Combined Authority's Chief Executive is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (v) Future approvals are made in accordance with the assurance pathway approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Active Travel Fund and Capability Fund

12.13 The Combined Authority, subject to the conditions set by the Portfolio Investment Panel, approves that:

- (i) Subject to Active Travel England approval, the changes to the Active Travel Fund 2 (ATF2), Active Travel Fund 3 (ATF3) and Active Travel Fund 4 (ATF4) projects in Tables 1, 2 and 3 of this report are approved.
- (ii) The change request for the ATF4 Grandstand Road Phase 1 scheme to increase the development funding by £21,720, from £15,280 to £37,000, is approved and the Combined Authority enters into an addendum to the

existing funding agreement with Wakefield Council for expenditure of up to £37,000 from the Active Travel 4 fund.

- (iii) The change request for the ATF4 West Yorkshire School Streets scheme, to reduce the number of school streets from 10 to 8, is approved.
- (iv) The change request for the Capability Fund to extend the DP5 completion of delivery date from December 2023 to December 2024 is approved (already been approved by ATE).
- (v) Additional funding of £3,082,319 from the Active Travel Fund 4 Extension and additional funding of £1,265,484 from the Capability Fund Extension is added to the ATF4 programme, taking the indicative approval to the Combined Authorities contribution from £19,961,635 to £24,309,438. The total scheme value is £24,309,438. (Active Travel Fund 4 Extension funding to be confirmed by ATE)
- (vi) Subject to confirmation of ATF4E funding by ATE, that the ATF4E funding of £3,082,319, funds the schemes in Table 4 and that work commences on activity 5 (Delivery) subject to an approval to proceed for schemes B, C, E & F. Grant funding agreements are to be entered into with the respective partner councils for the amounts in the Table 4 of this report for schemes B, C, E & F.
- (vii) Subject to confirmation of ATF4E funding by ATE, development costs of £80,000 are approved in order to progress scheme A in Table 4 to decision point 4 (via business justification case). A grant funding agreement is to be entered into with Bradford Council for £80,000.
- (viii) Subject to confirmation of ATF4E funding by ATE, development costs of £102,495 are approved in order to progress scheme D in Table 4 to decision point 4 (via business justification case). A grant funding agreement is to be entered into with Calderdale Council for £102,495.
- (ix) That the Capability Fund Extension funding of £1,265,484 is added to the Capability Fund Programme and that activity 5 (Delivery) continues.
- (x) The Combined Authority enters into new grant funding agreements with each partner council for the following amounts from the Capability Fund Extension:
 - Kirklees Council up to £154,600
 - Calderdale Council up to £193,900
 - Wakefield Council up to £118,900
 - Bradford Council up to £118,400
 - Leeds City Council up to £278,900

- (xi) That a Delegation to the Director of Transport Policy and Delivery is approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.
- (xii) Future approvals are made in accordance with the assurance pathways and approval routes outlined in this report, subject to remaining within tolerances. Where further approval is required, the respective programme or schemes will return to the Transport Committee.

13 Background Documents

13.1 None as part of this report.

14 Appendices

- Appendix 1 [BCPC Kings Road – Business Case Summary](#)
- Appendix 2 [Bus Highway Hotspot Improvements Programme \(BSHHIP\) – Business Case Summary](#)
- Appendix 3 [TCF Huddersfield Rail Station Connects – Business Case Summary](#)
- Appendix 4 [Dewsbury Batley Chidswell Sustainable Travel Corridor – Business Case Summary](#)
- Appendix 5 [Harrogate Rail Station Gateway – Business Case Summary](#)
- Appendix 6 [Skipton Railway Station Gateway – Business Case Summary](#)
- Appendix 7 [TCF Selby Station Gateway – Business Case Summary](#)
- Appendix 8 [CRSTS Kirklees Speed Limit Review – Business Case Summary](#)
- Appendix 9 Zero Emission Bus Regional Area (ZEBRA) – Financial Breakdown (**exempt appendix**)