



Project Overview

Project Title	Bus Highway Hotspot Improvements Programme (BHHIP)
Main Funding Programme	Levelling Up Fund 2 (LUF2)
Current Forecast Project cost	£2,083,359
Funding Applied for from the Combined Authority	£2,083,359
Other public sector funding amounts and sources	£2,051,000 LUF2 £32,359 CRSTS

Scheme Description

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.

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.

Business Case Summary

Strategic Case

The scheme aims to provide bus network infrastructure enhancements to improve bus journey times and reliability. This aims to enhance the attractiveness and help increase the uptake of bus use, instead of the car, in order to decarbonise the transport network. It also aims to improve connectivity by bus for the transport network to be more inclusive and accessible to everyone.

The scheme will support objectives of the LUF2 programme, the West Yorkshire Mayor's pledge to tackle the climate emergency, and inclusive growth, 21st Century Transport, and Climate Emergency priorities of the Strategic Economic Framework (SEF) as well as other related strategies and policies at local, regional and national levels. The scheme will also complement the wider work currently underway to enhance bus travel in the region.



The scheme supports inclusive growth and inclusivity as it will improve opportunities to access employment, education, and housing, particularly for those without access to a car.

Economic Case

The value for money assessment indicated 'poor' value for money with a BCR of 0.6:1, when highway disbenefits of the schemes are included. This is predominantly due to a single scheme of strategic significance within the programme. The BCR without this scheme is 2.7:1, representing 'high' value for money.

When the benefits related to bus users are considered in isolation, the BCR is calculated as 3.6:1, representing 'high' value for money.

Commercial Case

The schemes are to be delivered by Bradford Metropolitan District Council, Leeds City Council and Wakefield City Council.

The design and development will primarily be done 'in-house' by the district partners and procurement for delivery of the scheme infrastructure will draw on existing supplier frameworks.

Financial Case

The total scheme/programme cost is estimated as £2,083,359.

A total of ££2,083,359 funding has been allocated to deliver the programme comprising £2,051,000 to come from the LUF2 fund and £32,359 of funding from the CRSTS fund, which was used for the initial stages of scheme and business case development.

Management Case

Bradford, Leeds and Wakefield Councils will manage the delivery of their respective schemes.

Governance structures are based on established arrangements and the scheme will report to the Combined Authority's CRSTS/LUF Operational Programme Board.

The scheme infrastructure is to be located on highway land and can be delivered within permitted development rights and Traffic Regulation Orders will be progressed as part of scheme delivery. A scheme risk register has been developed to monitor and manage risks.