

Section A: Package Summary

Name of Package:	Active & Sustainable Travel Across Skipton Town Centre
Location of Package:	Skipton Railway Station located on Broughton Road, Skipton, BD23 1RT, together with supporting packages within the surrounding area of Skipton town centre which form the proposed TCF package
PMA Code:	DFT-TCF-020
Lead Organisation:	North Yorkshire County Council
Senior Responsible Officer:	To be confirmed
Lead Promoter Contact:	Rebecca Gibson, North Yorkshire County Council
Combined Authority Lead/ Programme Manager:	Fiona Limb
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Combined Authority approvals to date:	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 15 th January 2020
Forecasted Completion Date	31 st March 2023.
Total package Cost for the preferred way forward (£):	£5.808 million
WYCA Funding (£):	£5.803 million
Total other public sector investment (£):	A range of complimentary funding has been identified at SOC
Total other private sector investment (£):	£0

A.1 Package Description

The Active & Sustainable Travel Across Skipton Town Centre package comprises transformational change at both the railway station and within the area surrounding the town centre. The scope of the package covers the following elements:

- Public realm enhancements and improved access arrangements at the railway station
- Enhancements to the footpath between the railway station, college campus and employment areas (such as Auction Mart)
- Enhancements to Black Walk, one of the main pedestrian links between the railway station, bus station and the town centre
- Road junction improvements
- Pedestrian improvements at Gas Street and Cross Street
- Replacement of the Gallows Footbridge over the Leeds and Liverpool Canal
- Development of the Broughton Road Active Travel Corridor (between the railway station and the town centre)

The package, through a set of targeted interventions, will seek to contribute to the fulfilment of the TCF vision, in terms of better connecting people to economic and education opportunities across the Leeds City Region through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future.

The main objective is to enhance the station's status as a strategically important sustainable transport gateway to the town and surrounding area. By improving the station and by providing enhanced access (as well as much improved facilities for pedestrians and cyclists), residents will be able to access opportunities across the wider Leeds City Region area.

Similarly, workers and visitors from outside the area will have much better access to Skipton. Public realm enhancements will also support the station's 'gateway' status and will help attract visitors to the town. The package will help to encourage inward investment and will make it a more attractive location for both businesses and employees.

A.2 Business Case Summary

Strategic Case

As well as aligning with four priorities in Leeds City Region's 2016 SEP, the scheme also aligns with various national, regional / sub-national and local policies.

At the local level, for example, NYCC's Local Transport Plan focuses on economic growth, access to services, healthier travel, addressing peripherality and improving connections into the Leeds City Region to stimulate economic growth. All of these align with the aims of this TCF scheme.

Similarly, a local priority in NYCC's Strategic Transport Prospectus is to improve access to rail services. This will help achieve sustainable growth so that equality is 'levelled up' across local communities with respect to housing, better paid jobs, healthier lifestyles and better access to services. Again, the scheme will help achieve all of these.

Given a range of issues and/or problems that Skipton currently faces, the scheme will address these in a number of ways. The scheme will therefore:

- Improve active travel infrastructure
- Boost the economic activity rate
- Help to reduce relative deprivation
- Enhance the station's gateway status
- Contribute to Leeds City Region growth

- Promote cross-boundary commuting
- Support planned development

Economic Case

There are several anticipated benefits of the scheme, several of which can be quantified and expressed in monetary terms. These include:

- A range of 'active mode' benefits associated with improved walking and cycling facilities
- Benefits to rail users associated with the station improvements
- Various land value uplifts associated with new, unlocked housing and commercial developments in the vicinity of the station
- Increases in existing property values associated with the impact of the station improvements

Commercial Case

Investment in the proposed TCF scheme is necessary to deliver the improvements required to benefit the role of Skipton Rail Station as a strategically important transport gateway, providing connectivity and access to opportunity within the wider Leeds City Region and key economic centres. In addition, improvements are required to respond to significant forecasted growth in passenger usage, to contribute to economic growth ambitions, and to unlock development through providing improved and viable sustainable travel links, both locally and for cross-boundary commuting trips, which are currently predominantly made using unsustainable modes (private car).

The scheme will provide a 21st century gateway, responding to the current and future projected high usage of Skipton Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable commuting travel option for more people. Both North Yorkshire County Council and Craven District Council, supported by their respective technical partners, have significant experience within the development, design, construction and management of strategic transport improvement schemes.

This expertise provides reassurance that the North Yorkshire County Council and Craven District Council team are well placed to deliver the infrastructure improvements, together with the commercial procurement and delivery elements, within programme and budgetary requirements.

Financial Case

The total package cost for the preferred way forward is £5.808 million. It is envisaged that TCF funding will be supplemented by local contributions and complementary funding.

These include:

- Upgrade of towpath: £322,000 from Local Growth Fund / £30,000 Section 106
- Upgrade of Engine Shed Lane: £3.5 million from Local Growth Fund
- Henry Boot Developments: investing £1.7 million in access roads
- Henry Boot Developments: £235,000 S106 to undertake highway improvements
- Masterplan preparation: £250,000 from Local Growth Fund to prepare a masterplan for the transformation of the area around the station
- Support for scheme delivery: £200,000 contribution from North Yorkshire County Council and Craven District Council (£100,000 from each)
- Upgrade of a 16km section of towpath: £1.4 million European Agricultural Fund for Rural Development grant

Management Case

The West Yorkshire Combined Authority will have overall responsibility and accountability for any funding released by the DfT to the Leeds City Region regarding the TCF. Both North Yorkshire County Council and the respective partner districts have the project management systems, skills and track record to be able to deliver this project successfully. They will be supported by an assigned Project Manager from West Yorkshire Combined Authority who will work in partnership with North Yorkshire County Council and Craven District Council through the assurance process.

North Yorkshire County Council and Craven District Council have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport schemes. North Yorkshire County Council will dedicate resource to deliver the scheme using PRINCE2 and Managing Successful Programmes methodologies.

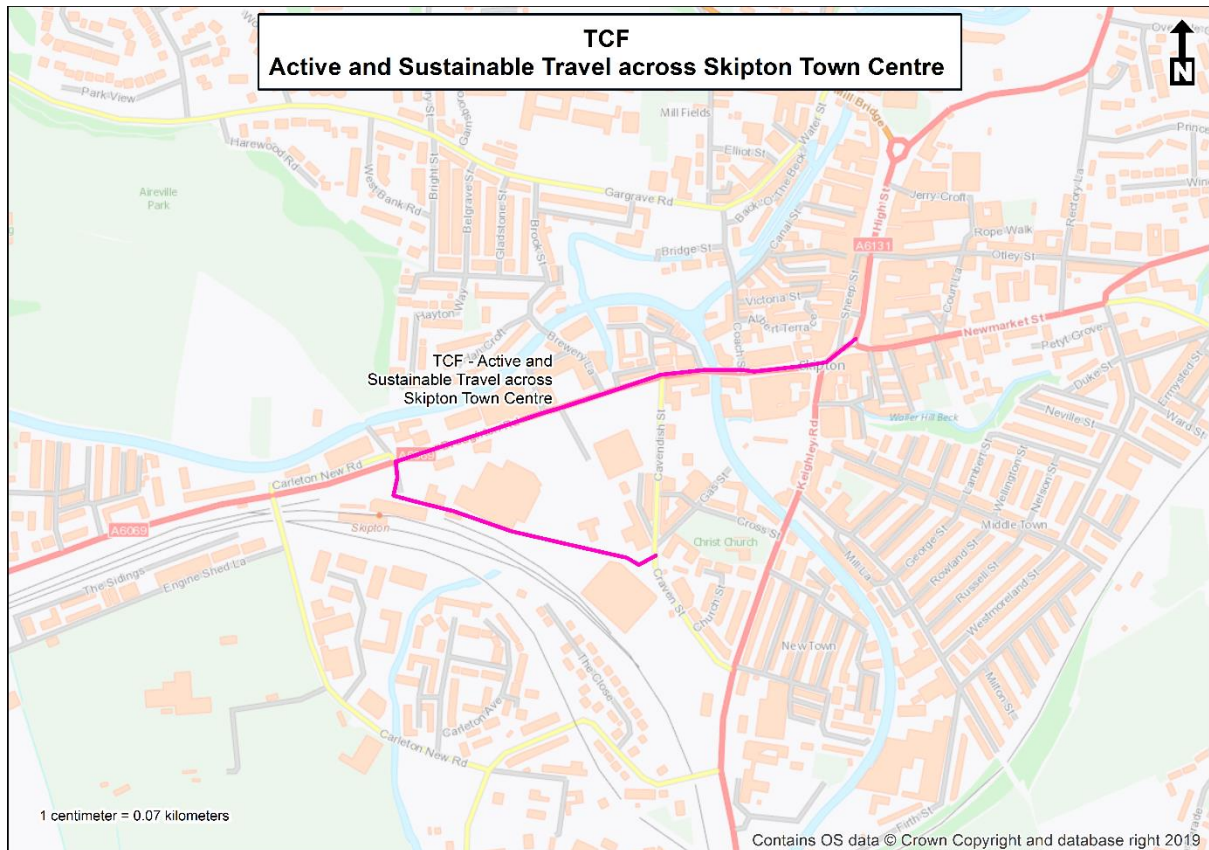
The process of putting in place the necessary governance for the portfolio has already commenced. A shadow Programme Board has been established to oversee the final programme-level Strategic Outline Business Case (SOBC) along with the establishment of the programme structures and governance arrangements in advance of a funding announcement. The Programme Board includes a senior representative from all partners to the bid.

The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of scheme and intervention with common objectives and outcomes, allowing for a coherent and consistent approach.

A dedicated TCF Project Management Board for the three North Yorkshire packages will report into the Access to Places Programme Board. The TCF Project Management Board will consist of representatives of North Yorkshire County Council, Craven District Council, Selby District Council, Harrogate Borough Council and West Yorkshire Combined A.

Location map:

The following location map shows the location of the Active and Sustainable Travel across Skipton Town Centre Scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>