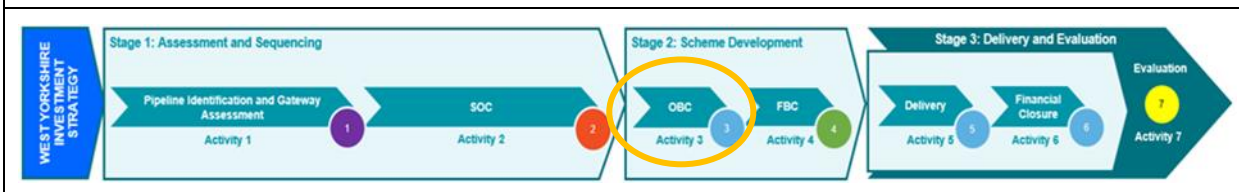


Section A: Scheme Summary

Name of scheme:	TCF Selby Station Gateway
Lead organisation:	North Yorkshire County Council
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to date:	<p>The Combined Authority gave indicative approval to total scheme costs of £17,465,000 from the Transport Transforming Cities Fund on 25 June 2020. Development costs of £1,107,000 were also approved.</p> <p>On the 2 July 2021, the Combined Authority’s Managing Director approved additional development funding of £737,000 to fund activities related to preliminary design stage.</p> <p>In total, £1,844,000 of development costs have been approved to date.</p>
Forecasted full approval date (Approval to Proceed):	September 2022
Forecasted completion date (decision point 5):	September 2023
Total scheme cost (£):	£22,560,216
Combined Authority funding (£):	£20,502,216 Transforming Cities Fund
Total other public sector investment (£):	<p>£2,058,000 public sector match funding comprising of:</p> <ul style="list-style-type: none"> • £1,908,000 from Selby District Council (SDC) • £100,000 from North Yorkshire County Council (NYCC) • £50,000 from government’s Changing Places Fund
Total other private sector investment (£):	£0

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Transforming Cities Fund

Current Assurance Process Activity:



Scheme Description:

The scheme will provide better links and access to / from Selby Rail Station and the town centre, employment, education, leisure and retail destinations and nearby sites being redeveloped, by improving cycling and walking routes. The scheme will also improve the appearance of public space around the station gateway area with tree planting, lighting, and more attractive paving, to encourage more people to travel by bus, rail, bike and on foot rather than private vehicles, easing the pressure on local roads.

The scheme comprises of three complementary packages:

Selby Station Gateway

- Replacement of the existing rail station entrance with a new station building with improved waiting area, enhanced lighting, new ticketing machines, toilets and changing facilities and cycle storage.
- Station Road to be made one-way only (northbound) for vehicles past the station car park entrance. Creation of a new southbound cycle lane and wider footpaths with raised crossing points and new signage to help people navigate the gateway area. The seven existing disabled parking bays and three taxi bays will be retained and will include Electric Vehicle (EV) charging. Pick up and drop off spaces will be introduced opposite the taxi bays and 21 parking bays removed.
- A new modern underpass below Bawtry Road to connect Portholme Road with the bus and rail stations.
- A new bus hub realigning current bus stands, new crossing facilities, wider footpaths, and additional space for bus manoeuvring. Upgraded bus shelters with real time information displays and the demolition of one building.
- New traffic crossing signals and a wider and resurfaced footpath at the junction of A19 / The Crescent with Park Street.

Eastern Station Access and Cowie Drive Car Park

- New entrance to rail station platforms 2/3 with ramped pedestrian and cycle access and new cycle stands on platform 2.
- Widened and resurfaced footpaths, new pedestrian crossing, traffic calming measures, improved signage, and tree planting.
- New car park at Cowie Drive with 73 parking spaces including eight EV charging points, four disabled and four oversized bays and extra ducting for future expansion of EV charging network. Demolition of one building.
- New access for Network Rail to maintain heavy good vehicles, to improve safety for station users.

Ousegate Active Travel Corridor

- Section of Ousegate between Cowie Drive and the A19 to be made westbound only. 20mph speed limit along Ousegate (east of Cowie Drive) and Shipyard Road. Additional traffic calming measures along Shipyard Road.
- Two-way segregated cycle lanes and wider footpaths along Ousegate (north of carriageway) between Cowie Drive, Station Road, and the A19 Toll Bridge junction.
- Two new crossings for walking and cycling signal upgrades at the junction with the A19 Toll Bridge.
- Removal of some on-street parking including 14 short stay spaces, to be replaced with two new loading bays for businesses and seven new parking bays east of Cowie Drive car park. Improved open public space with new trees and seating.
- Transform the former Wharf area into a new public space.
- Closure of Denison Canal Bridge to all motor vehicles, except emergency services.

Business Case Summary:

Strategic Case

Selby experiences low levels of rail use and high levels of car ownership, despite having good rail connectivity with key destinations across the region. This is mainly attributed to the current uninviting station environment with limited accessibility by bike or on foot. Although the bus station is located a few metres from the rail station, the two are poorly integrated which discourages bus usage and transfer between rail and bus for onward travel and vice versa.

A significant level of housing and employment growth is forecast in Selby in the future which will increase travel. Without intervention, the increase will place additional pressure on

	<p>roads, increasing existing congestion, emissions, and air quality issues.</p> <p>The scheme will support the vision of the Selby District Core Strategy Local Plan (2013) by providing a better and safer environment for cyclists, pedestrians, and people with reduced mobility, by improving Selby Rail Station and the Bus Hub and ensuring better links and access to the station gateway area by bike and on foot. The scheme will also enable the implementation of Selby's Local Cycling and Walking Infrastructure Plan (2020).</p> <p>By enhancing access to Selby Rail Station by bike and on foot along with improvements to the rail-bus interchange, the scheme will increase levels of walking and cycling for local trips and promote and encourage bus and rail use for longer distance trips. The scheme is also anticipated to bring about wider social benefits, by improving access to employment and educational opportunities within the district and across the wider Leeds City Region.</p> <p>Given the proximity of Selby Station Gateway to a designated Air Quality Management Area, the scheme also aims to contribute towards reducing emissions and improving air quality by reducing trips by car.</p>
Commercial Case	<p>Selby Town Centre is compact, yet a high number of trips are made by car, rather than by bike or on foot. Without intervention, the significant future growth planned in Selby will put additional pressure on local roads, impacting on congestion and local air quality and increasing carbon emissions.</p> <p>The scheme has the potential to achieve a change in travel behaviour, reduce car dependency and promote and enable more local trips by bike or on foot and by bus and rail for longer trips.</p>
Economic Case	<p>The scheme will improve links to Selby Rail Station by bike and on foot and improve access to the bus station from the rail station to make it easier to continue journeys by bus and vice versa. By enabling more people to make more trips on foot and by bike, bus, and rail, rather than private cars, the scheme is anticipated to take over 250,000 car kilometres from local roads each year.</p>
Financial Case	<p>The total scheme cost estimate at Outline Business Case is £22,560,216. The Combined Authority's contribution is £20,502,216 from the Transforming Cities Fund. The remaining £2,058,000 is made up of contributions from North Yorkshire County Council (£100,000), Selby District Council (£1,908,000) and the Changing Places Toilets Fund (£50,000).</p>

Management Case	<p>A robust project management framework and governance structure is in place to manage the scheme through to construction. The scheme will be delivered jointly by North Yorkshire County Council and Selby District Council who have in-house capabilities, supported by a design and construction supply chain, with the required project management systems, skills, and track record to be able to deliver this project successfully.</p> <p>NYCC will have a dedicated TCF Projects Delivery Manager in place to oversee the delivery phases and development of the scheme.</p> <p>The Selby Station Gateway scheme reports into the TCF Access to Places Thematic Programme Board that focuses on the delivery of similar types of packages and interventions with common objectives and outcomes, allowing for a coherent and consistent approach.</p>
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Location Map

The following map shows the location of the TCF Selby Station Gateway 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-theeconomy/leeds-city-region-infrastructure-map>