

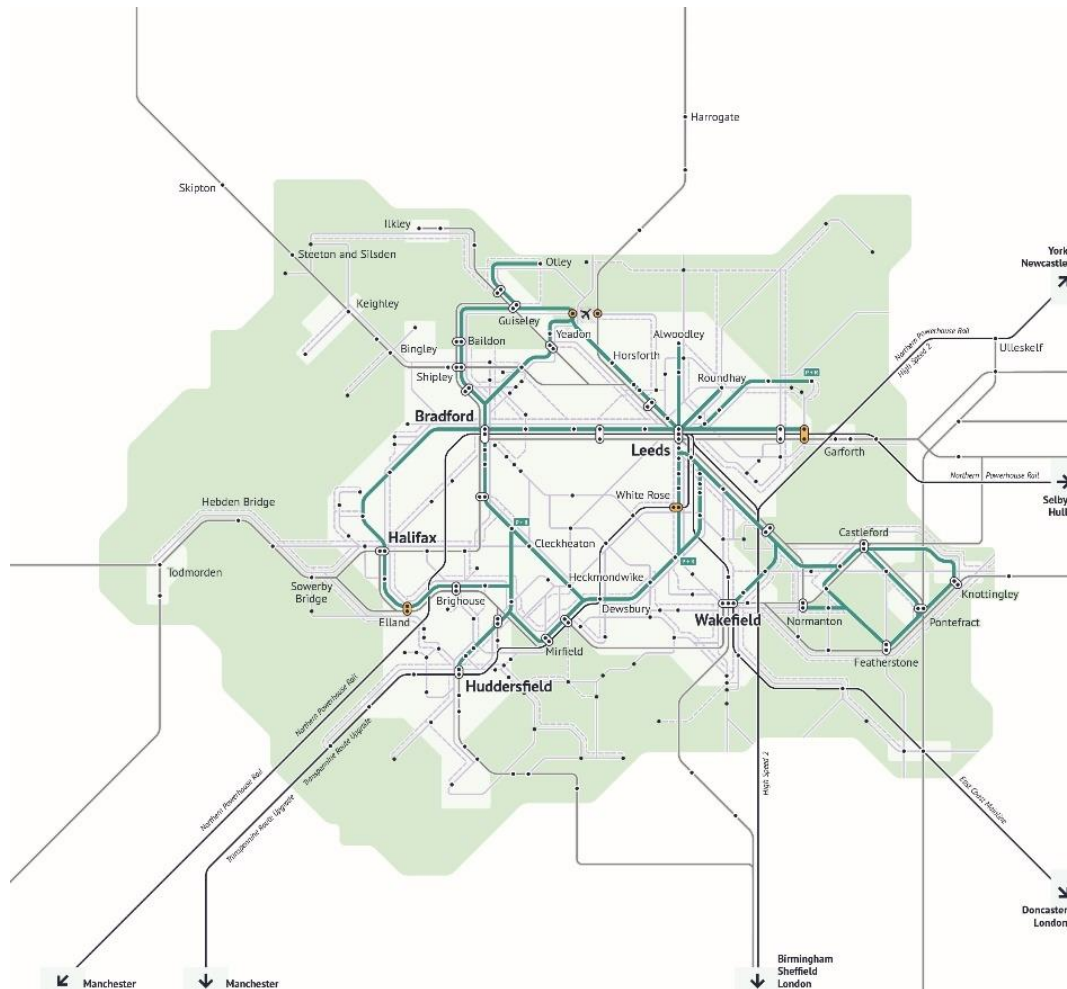
Section A: Scheme Summary	
Name of Scheme:	West Yorkshire Mass Transit
Location of Scheme:	All West Yorkshire Districts
Lead Organisation:	West Yorkshire Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire + Transport Fund (Transformational Fund) - Grant
Growth Fund Priority Area (if applicable):	Not applicable
Combined Authority approvals to date:	Strategic Assessment approved by Combined Authority July 2020.
Forecasted Full Approval Date (Decision Point 5):	To be confirmed (TBC)
Forecasted Completion Date (Decision Point 6):	TBC
Total Scheme Cost for the preferred way forward (£):	Not known at this stage but £200,000,000 has been made available through the City Region Sustainable Transport Settlement (CRSTS) to develop the mass transit programme. Delivery of individual mass transit projects is subject to further funding.
WYCA Funding (£):	£202,041,000 - West Yorkshire plus Transport Fund (Transformational Fund).
Total other public sector investment (£):	To be determined
Total other private sector investment (£):	Not applicable

Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	Not applicable

A.1	Scheme Description
	<p>The West Yorkshire Combined Authority in collaboration with partner councils are developing a mass transit system which will offer a new public transport option and an attractive alternative to car travel.</p> <p>The plan sets out a bold and ambitious plan for a new form of transport for West Yorkshire. Alongside cycling and walking, and bus and rail, Mass Transit will be essential in helping our communities thrive and the economy to flourish, bringing people and places closer together.</p>

A Mass Transit system would serve an intermediate function in terms of the range of connectivity offered by public transport, in a way that is complementary to intra-city region bus and rail services. It is not intended to provide either national / pan northern connectivity, or shorter distance connectivity at the local level.

Figure 1 – Initial Mass Transit Network Proposal



A.2 Business Case Summary

Strategic Case

West Yorkshire has a vision “to be recognised globally as a great place to live with a strong, successful economy where everyone can build businesses, careers and lives supported by a superb environment and world-class infrastructure”. An accessible, efficient, and reliable transport network is one way that this Vision can be achieved.

The Connectivity Infrastructure Plan sets out an ambitious forward pipeline of interventions which will be used to shape investment made through future funding opportunities and will help inform the Combined Authority’s policies and programmes. However, the plan recognises that together these priorities will not allow West Yorkshire’s and the Government’s objectives to be met. Integral therefore

to the Connectivity Infrastructure Plan is consideration of the potential role and function of Mass Transit in the City Region.

Five strategic outcomes (the Strategic Dimension), have been established that the Mass Transit network must meet, and demonstrate how it contributes to:

- A bigger, stronger and rebalanced economy.
- Sustainable development and regeneration of neighbourhoods, district centres, towns and cities.
- Delivery of new housing.
- Enhanced quality of life for West Yorkshire's residents and visitors.
- Low emission and low carbon future.

The Strategic Dimension establishes a need for a mass transit intervention in West Yorkshire, at a West Yorkshire wide level and for nine corridors that have been identified as potential "Areas of Transit Opportunity". Each corridor has been analysed to understand its socio-demographic, economic, environmental and transport challenges, which provides the evidence base which underpins the assessment of potential network options

Economic Case

Mass Transit has the potential to have material beneficial impacts on West Yorkshire's economy, society and environment as a result of improved connectivity between the key places in West Yorkshire. Mass Transit will directly benefit users, as well as create opportunities to benefit users of other transport modes, and to West Yorkshire businesses. Mass Transit could also influence the scale and patterns of housing and employment generating development.

An initial assessment has been made of the benefit potential in each potential Transit corridor, to help inform how Transit proposals should be taken forward to the next stages of business case development, as well as help inform which potential Transit modes should be the focus of consideration in each Transit corridor.

Commercial Case

At this Strategic Outline Case stage, the assumption is that the Mass Transit programme will be sponsored by West Yorkshire Combined Authority. The Combined Authority would manage the programme with in-house resources. Design and specialist technical support services would be procured through a combination of an appointed Design Development Partner and Business Case Partner and other procurements until at least completion of preliminary design.

The Combined Authority could then either procure both detailed design and construction through a single design and build contract or continue to procure detailed design through a re-tendered development partner before contracting delivery to a civil engineering contractor. In either case, the Combined Authority would adopt a traditional client-sponsor role.

It is currently expected that the Combined Authority would also directly procure the vehicles separately to civil engineering works to a specification determined jointly with the development partner.

What happens once the Mass Transit system is operational, in terms of assets, operation and maintenance will be tested at future business case stages.

Financial Case

The Government has established the City Region Sustainable Transport Settlement (CRSTS) to provide funding to eight city regions for the five-year period from April 2022 to March 2027. The government intends that among other things the fund is used to: "to develop mass transit networks and sustainable transport options, open up new areas of the region for employment, leisure and housing, and create real innovation in transport to solve problems".

Subject to future spending reviews and the success of the first CRSTS programme, the government has indicated that there will be further multi-year settlements that will allow Combined Authorities to implement major capital programmes such as the Combined Authority's Mass Transit proposals.

the Government provisionally allocated the West Yorkshire Combined Authority £830,000,000 in its November 2021 Budget for the first CRSTS period. In January 2022, the Combined Authority made a further submission to Government setting out its proposals for how CRSTS will be used over its five-year life. In addition, as part of its Integrated Rail Plan, Government indicated that further funding would be made available to the Combined Authority to support the development and then early implementation stages of its Mass Transit Proposals.

Management Case

A Programme Board, programme structures and governance arrangements have been established to allow the Mass Transit proposals to be progressed to the next stages of the business case cycle.

The governance structure has been developed to be appropriate to the current stage of the business case and the immediate activities that will be undertaken as the work transitions to Stage 2 (scheme development) of the Combined Authority's Assurance Framework process. It has also been designed to align with the default procurement approach set out in the Commercial Dimension.

This Strategic Outline Case is subject to the Combined Authority's Assurance Framework however because of the overall cost of the Mass Transit programme and that funding requirements go beyond the five-year CRSTS settlement funding period, the Department for Transport will approve future business cases.