
Report to: Combined Authority

Date: 22 June 2023

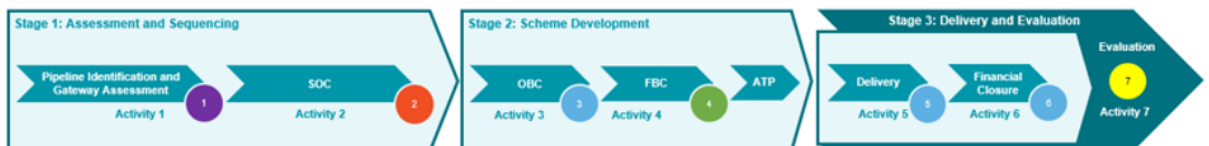
Subject: Project Approvals - Investment Priority 5 – Delivering Sustainable, Inclusive and Affordable Transport

Director: Melanie Corcoran, Director of Transport Policy & Delivery

Author: Craig Taylor, Head of Portfolio Management and Appraisal

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, 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.
- 2.2 For more detail on the Combined Authority’s Assurance Framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**.

3 Investment Priority 5 (IP5) - Delivering Sustainable, 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 of persistent poverty, 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.

Scheme Summaries

<p>West Yorkshire Rail Accessibility Package</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme will provide small-scale accessibility improvements at 64 rail stations across West Yorkshire which will benefit a broad range of existing and potential new rail users, in particular older and mobility impaired people, people with pushchairs and small children, those with learning difficulties, autism, hearing or visual impairment. Improvements include installing accessible toilets and baby changing facilities or upgrading existing facilities, installing induction loops, improving drop off / pick up facilities and installing new lighting, signage, furniture and help points.</p> <p>The scheme is to be delivered through the City Region Sustainable Transport Settlement (CRSTS) Fund and the Department for Transport's Trans-Pennine Route Upgrade and Northern funding sources.</p> <p><u>Impact</u></p> <p>The improved accessibility will provide greater connectivity to education, employment, and housing by rail and help facilitate a switch from car travel, particularly for those with disabilities.</p> <p>A value for money assessment has not been calculated but will be addressed through the next stage of business case development.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case)</p> <p>Total value of the scheme - £20,042,450</p> <p>Total value of Combined Authority funding - £5,000,000</p> <p>Funding recommendation sought – £337,100</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Mobility Hubs</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme will develop a network of Mobility Hubs across West Yorkshire, to encourage sustainable travel (particularly walking and cycling) for journeys under two miles (often the first/last mile of a public transport journey). They will be co-located with other community facilities that will encourage users to make less journeys.</p> <p>Facilities at each hub will vary but will include bus shelter and waiting facilities, better passenger information, improvements to digital connectivity through 5G, more cycle facilities that will encourage first / last mile trips to be made by bike or on foot, parking for e-bikes, car club and shared bikes, paving / street improvements.</p> <p>The scheme will be funded from City Region Sustainable Transport Settlements (CRSTS) Fund, the Integrated Transport Block Programme, and the Bus Service Improvement Plan (BSIP).</p> <p><u>Impact</u></p> <p>The scheme will encourage more use of sustainable transport, particularly cycling and walking, reducing journeys by private car, leading to a reduction in carbon emissions, congestion and improving local air quality. The scheme supports inclusive growth as the proposals are located in areas of low public transport and/or low car ownership and will improve connectivity and access to employment and other destinations.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £3,312,811</p> <p>Total value of Combined Authority funding - £3,312,811</p> <p>Funding recommendation sought - £200,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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**Leeds City Centre
Active Travel Links
(North and South)**

Leeds

Scheme description

The scheme will create two east to west cycling corridors across Leeds City Centre, one on the north side and one on the south side, filling current gaps to complete a circular cycle route around the city centre. The scheme links existing and planned cycle corridors. The new cycling infrastructure will be fully segregated from traffic, making it attractive and accessible to all cycle users. The scheme will also improve bus priority through junction traffic signalling changes and will provide new pedestrian crossings.

The scheme is to be delivered through the City Regional Sustainable Transport Settlement (CRSTS) fund.

Impact

By increasing the provision of high-quality infrastructure and filling gaps in the cycle route network, the scheme will make active travel (cycling and walking) more attractive within Leeds City Centre. The scheme will promote a shift to active travel, which supports a reduction in traffic emissions, including greenhouse gases and improvements in local air quality. The scheme will improve travel options for households without access to cars and offer improved access and connectivity to jobs, education, training, and other opportunities by healthy low-cost active travel.

The value for money assessment reflects a benefit cost ratio (BCR) of 3.03:1. This is categorised as High value for money.

Decision sought

Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).

Total value of the scheme - £3,815,488

Total value of Combined Authority funding - £3,304,000

Funding recommendation sought - £400,000

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

<p>Levelling Up - Bus Enhancement Package West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The package will deliver bus infrastructure improvements at up to 14 bus stations and over 500 bus stops on key bus routes across West Yorkshire. The package will also address delays to bus services at 16 locations on the road network.</p> <p>It will also fund sustainable transport (bus, walking, cycling) improvements on the A639 Park Road in Pontefract, and the A629 North in Halifax from Orange Street roundabout to Ogden.</p> <p>The package be delivered through the Levelling Up Fund Round 2 funding award, with a local match contribution from the Combined Authority's West Yorkshire plus Transport Fund (WY+TF) and Gainshare Capital Fund.</p> <p><u>Impact</u></p> <p>The package will improve the safety, accessibility, and bus service reliability for passengers from the beginning to the end of their journeys and will connect more people to jobs and training by reducing barriers to sustainable travel through bus, cycling, and walking infrastructure and access improvements. This will encourage modal shift from the car, supporting a reduction in highway congestion levels which will aid better local air quality and a reduction in road user conflicts with improved road safety.</p> <p>An indicative value for money (VfM) assessment for the package reflects a Benefit Cost Ratio (BCR) of 1.76:1, classing the programme as Medium value for money when assessed against the DfT's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval for the Levelling Up - Bus Enhancement Package to proceed through decision point 2 (strategic outline case) and work commences on individual scheme business cases.</p> <p>Total value of the scheme - £47,628,832</p> <p>Total value of Combined Authority funding - £47,628,832</p> <p>Funding recommendation sought – £5,450,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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- 3.3 Since the Combined Authority's meeting on 16 March 2023 when the Project Approvals reports were last considered, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Transport Committee at its meeting on 26 May 2023. The decisions were made by the Transport Committee following a recommendation from Combined Authority Programme Appraisal Team.
- 3.4 The full agenda and papers for the meeting can be found on the [Combined Authority website here.](#)

<p>Bus Service Improvement Plan – Network Enhancement and Enhanced Bus Services West Yorkshire</p>	<p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Funding approved: £6,228,434</p> <p>Total indicative value of the scheme: £29,700,000</p> <p>Total indicative value of Combined Authority funding: £29,700,000</p>
<p>Combined Services and Assets Database (CoSA) West Yorkshire</p>	<p>Approval to proceed through decision points 2 to 4 (business justification case) and work commences on activity 5 (delivery).</p> <p>Funding approved: £565,000</p> <p>Total value of the scheme: £615,000</p> <p>Total value of Combined Authority funding: £615,000</p>
<p>Leeds City Bikes Leeds</p>	<p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Funding approved: £1,700,000</p> <p>Total value of the scheme: £2,861,369</p> <p>Total value of Combined Authority funding: £2,000,000</p>
<p>Bus Service Improvement Plan – Clear and simple fares ‘Mayor’s Fares’ West Yorkshire</p>	<p>Approval of the change request to provide an additional £11,728,590 of funding.</p> <p>Funding approved: £11,728,590</p> <p>Total indicative value of the scheme: £33,974,070</p> <p>Total indicative value of Combined Authority funding: £33,974,070.</p>
<p>Thorpe Park Rail Station Leeds</p>	<p>Approval of the change request to increase the Combined Authority’s contribution to £20,900,000, release of £7,000,000 funding to support business case development and early works and to extend the delivery timescale to July 2025.</p> <p>Funding approved: £7,000,000</p> <p>Total indicative value of the scheme: £31,642,000</p> <p>Total indicative value of Combined Authority funding: £20,900,000</p>
<p>Halifax Bus Station Calderdale</p>	<p>Approval to the change request to increase the funding by £2,800,000 to £20,500,000 and to extend the delivery timescale to October 2023.</p> <p>Funding approved: £2,800,000</p> <p>Total indicative value of the scheme: £20,500,000</p> <p>Total indicative value of Combined Authority funding: £20,500,000</p>

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

Project Title	West Yorkshire Rail Accessibility Package
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

- 4.3 This scheme will be funded from the City Region Sustainable Transport Settlement Fund (CRSTS). The £830,000,000 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.
- 4.4 Of the 64 stations to benefit from this scheme, 49 currently have no basic “step-free” access between platforms, while many lack facilities such as toilets, baby changing facilities, drop-off/pick-up points, and induction loops for people with hearing impairments. Other existing facilities such as signage, and seating, do not meet current standards. The lack of these facilities excludes some people from travelling by train to access jobs, education, leisure, and health services.
- 4.5 The scheme seeks to make improvements including installing accessible toilets and baby changing facilities or upgrading existing facilities, installing induction loops, improving drop off / pick up facilities and installing new lighting, signage, furniture and help points. These improvements will benefit a broad range of existing and potential new rail users, in particular older and mobility impaired people, people with pushchairs and small children, those with learning difficulties, autism, hearing or visual impairment.
- 4.6 Northern’s programme to improve accessibility to its stations, does not have sufficient funding to cover all 64 Northern operated stations in West Yorkshire.

Northern prioritised the stations, with highest footfall, to maximise the benefits for as many people as possible with the funding available, which resulted in 44 West Yorkshire stations being prioritised for accessibility improvements.

- 4.7 The Combined Authority's contribution of £5,000,000 from the CRSTS Fund, will enable the works required in the remaining 20 stations to also be delivered, to further spread the accessibility benefits and ensure a consistent approach across all Northern operated stations in West Yorkshire
- 4.8 A summary of the scheme's business case is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 4.9 The scheme aims to contribute to tackling the climate emergency by improving access to sustainable transport, which can encourage people to travel by rail rather than private car to help reduce carbon emissions.
- 4.10 A carbon impact assessment of the scheme has been undertaken but quantification of impacts will be provided at the next stage of business case development.

Outputs and Benefits

- 4.11 The scheme outputs and benefits include:
- Text Induction loops at 61 stations.
 - Help points at 43 stations
 - Defibrillators and wayfinding at all 64 stations
 - Public Announcement System upgrades at five stations
 - New accessible toilets and / or baby changing at 54 stations
 - Accessible toilets and / or baby changing upgrades at seven stations
 - Covered drop off - pick up at 40 stations
 - Carpark resurface / relining at 53 stations
 - Footpath / drop kerb improvements at 50 stations,
 - Handrail tactiles and stair nosings, (installed on the edge of individual steps), at 54 stations
 - New station lighting at 25 stations
 - Entrance door matting and door entrances at 18 stations
 - Waiting room / platform furniture at all 64 stations
 - Furniture painting / tapping rails / window manifestations at 55 stations
 - Reconfigured / new waiting structures at 52 stations
 - Reconfigure platform cycle storage at 39 stations
 - Increased accessibility to rail transport, making it a more attractive option for journeys to employment, education, housing and key travel

destinations particularly by persons with reduced mobility, economic inequalities.

- Improve air quality, by encouraging and enabling more journeys to be made by rail, particularly by persons with reduced mobility, reducing journeys made by car, reducing road congestion and carbon emissions.
- Enable new users to travel by rail that are currently unable to do so due to difficulties in being able to physically use station facilities or negotiate from station entrances through to platforms and trains.
- Create stations that are attractive gateways to the rail network and make it easier for people to travel by train by providing an improved customer experience through better designed station facilities that meet or exceed passengers' expectations.

4.12 A value for money assessment has not been calculated but will be addressed through the next stage of business case development.

Inclusive Growth Implications

4.13 The scheme will support inclusive growth by providing a rail service that can be accessed by everyone, particularly for those with disabilities or mobility issues who may also live in economically and socially deprived communities.

4.14 Better rail accessibility will enable more people to access employment, education, and training, creating opportunities especially for disadvantaged people, which will contribute to enhancing productivity for the region. Rail stations often act as a gateway to/from a particular location and so improved accessibility can also help stimulate investment and create additional opportunities.

4.15 The scheme will particularly benefit those without access to a car, as it will provide an improved travel option to access homes, places where employment, training, leisure opportunities are available.

Equality and Diversity Implications

4.16 The scheme aims to create a safe and inclusive rail service through the introduction of accessibility enhancements to better serve people with accessibility needs.

4.17 An Equality Impact Assessment has been undertaken for the scheme. It identified no adverse impacts for those with protected characteristics. Overall, a positive impact of the project was identified, specifically for people with disabilities due to the improved accessibility introduced as part of the scheme.

4.18 It was noted that the main groups, with protected characteristics, which will experience an impact from the scheme include:

- Age - positive impact on older people due to being beneficial for those with mobility issues and potential improvements to air quality from modal shift to rail.

- Disability - this group has an increased reliance on public transport, so the improvements are likely to have positive benefits including reducing the impacts of loneliness and opening up access to employment, leisure facilities and health appointments.
- Sex/Gender – the scheme is likely to positively affect women through the inclusion of aspects to improve safety such as improved lighting and visibility.

Risks

4.19 The key scheme risks and mitigations include:

- Project delivery costs increasing as a result ongoing cost increases related to materials, manufacturing, fuel, and inflation. Should costs increase during the scheme’s lifetime, a descoping exercise would be carried out, reducing the number of improvements the scheme will deliver.
- Lack of resources and availability of people with the skills to deliver the scheme, due to pressures in the market, impacting on supply. Mitigated by Northern already commissioning work elsewhere and any lessons learnt being transferable.
- Northern currently have no consultation planned with the general public this is being mitigated by Northern ensuring the scheme is developed with experienced professionals and engagement with an expert panel including people with restricted mobility.

Costs

4.20 The total scheme costs are £20,042,450.

4.21 The Combined Authority’s contribution is £5,000,000 from the City Region Sustainable Transport Settlement (CRSTS) Fund.

4.22 The remaining funding is £15,042,450 from the Department for Transport’s Trans-Pennine Route Upgrade and Northern funding sources.

4.23 Approval is sought for development costs of £337,100 from the CRSTS Fund in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £583,100. Subject to this approval the Combined Authority will need to enter into a funding agreement, under Section 56 of the Transport Act, with Northern, for expenditure of up to £583,100.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/06/2023

3 (outline business case) and 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	01/03/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2025

Other Key Timescales

- Start on Site - June 2024
- Completion on Site - February 2025

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within 10% of those outlined in this report. Delivery (DP5) timescales remain within 6 months of those outlined in this report.

Appraisal Summary

- 4.24 The overarching strategic importance of the scheme is recognised in improving the accessibility and inclusivity of the rail system, for all, to aid connection to employment, education, and social value opportunities. This will also help facilitate a shift away from private car trips to contribute to the decarbonisation of transport. The scheme therefore aligns with several national, regional, and local policies and strategies.
- 4.25 The business case summarises the inconsistencies in accessibility of rail stations in West Yorkshire. The lack of adequate provision at some stations can exclude people from travelling by train to access jobs, education, leisure, and health services. It is recognised that through improving accessibility and inclusivity, a broad range of existing/potential rail users will benefit.
- 4.26 The key benefits from delivering the improvements are based on an assumed increase in footfall at the stations. This will be a result of enabling people with accessibility requirements to more easily access the stations and rail network to then access jobs, training, and social requirements.
- 4.27 By combining the Combined Authority's resource, in particular funding, into Northern's existing project there will be beneficial economies of scale and a single procurement process. It is also considered that works across 64 stations rather than 44 and/or 20 will be more attractive to the market.

Recommendations

- 4.28 The Combined Authority, approves that:

- (i) The West Yorkshire Rail Accessibility Package proceeds through decision point 2 (strategic outline case) and work commences on activity 4 (full business case)
- (ii) An indicative approval to the Combined Authority costs of up to £5,000,000 is given. The total scheme value is £20,042,450
- (iii) Development costs of £337,100 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £583,100
- (iv) The Combined Authority enters into a funding agreement, under Section 56 of the Transport Act, with Northern, for expenditure of up to £583,100
- (v) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Mobility Hubs
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

- 4.29 This scheme will be funded from City Region Sustainable Transport Settlements (CRSTS) Fund, the Integrated Transport Block Programme, and the Bus Service Improvement Plan (BSIP).
- 4.30 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.
- 4.31 The Integrated Transport Block (ITB) Programme provides funding support to local authorities for transport capital improvement schemes worth less than £5,000,000.
- 4.32 The Bus Service Improvement Plan (BSIP) is funded from the government's National Bus Strategy which encourages passengers to use buses again following the Covid-19 pandemic. The vision is for better buses in West Yorkshire. The BSIP objectives are, bus as a key mode of travel choice, improving connectivity for communities facing deprivation, inequality, and exclusion, as well as it being a financially sustainable bus service.
- 4.33 The scheme will develop a network of Mobility Hubs across West Yorkshire, to encourage sustainable travel (particularly walking and cycling) for journeys under two miles (often the first/last mile of a public transport journey). They will be co-located with other community facilities (health centres, shopping centres, parcel lockers and co-working spaces) that will encourage users to make less journeys.

- 4.34 Mobility Hubs provide the physical infrastructure to enable co-location of complementary integrated sustainable shared transport and community functions. This will mean short trips can be made by walking and cycling. This will minimise the negative effects of private car travel such as congestion, poor air quality and access inequality.
- 4.35 Initially Phase 1 is four pilot sites in Calderdale, followed by Phase 2 where additional sites across West Yorkshire are yet to be finalised.
- 4.36 Facilities at each hub will vary but will include:
- Bus shelter and waiting facilities.
 - Better passenger information to make interchange more attractive, such as digital information
 - Improvements to digital connectivity through 5G connectivity to enable use of travel planning apps
 - More cycle facilities that will encourage first / last mile trips to be made by bike or on foot
 - Parking for e-bikes, car club and shared bikes
 - Paving / street improvements, to include improved walking and cycling access
 - Co-location of transport interchange facilities with other community facilities for example, that will encourage users to make less journeys.
- 4.37 The scheme will be delivered in two phases, with Phase 1 focussing on delivering four Mobility Hubs in Calderdale, Phase 2
- 4.38 A summary of the scheme's business case is included in **Appendix 3**.

Tackling the Climate Emergency Implications

- 4.39 The Mobility Hubs will encourage shorter journeys to be made by sustainable travel methods instead of the car, such as walking and cycling, therefore helping to reduce greenhouse gases and improve air quality. The scheme will also deliver bike and car club bays to support the sharing of journeys (so less cars on the road).

Outputs and Benefits

- 4.40 The scheme outputs and benefits are:
- Delivery of improved travel interchange facilities such as bus drop off/pick up provision, i.e., shelter and waiting facilities, better passenger information, and improved digital connectivity.
 - Cycle and e-scooter and e-bike facilities including parking.
 - Car club bays - Car club bays to be provided at or near to Mobility hub location (depending on space available).
 - Paving / street (walking and cycling access) improvements.

- Increase patronage of public transport services and levels of walking/cycling to/from Mobility Hubs.
- Increased car club network and coverage.
- Reduction in barriers for electric vehicle uptake.
- A reduction in carbon emissions and improved local air quality.

4.41 The facilities and outputs delivered at each hub will vary. Details will become clearer in the next stage of business case development.

4.42 The value for money assessment reflects a benefit cost ratio (BCR) of 1.8:1 for the Preferred Way Forward. This is categorised as Medium value for money when assessed against the Department for Transport's value for money criteria.

Inclusive Growth Implications

4.43 The scheme will support the principles of inclusive growth by locating the Mobility Hubs to areas with low public transport connectivity and/or low car ownership rates (high indices of multiple deprivation), to improve access to alternative travel modes and employment, ensuring equal access to all, reducing the number of households in transport poverty.

Equality and Diversity Implications

4.44 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. The assessment indicates there are moderate positive impacts for the following characteristics: Age, Mobility, and Sex.

Risks

4.45 The key scheme risks and mitigations are:

- Material price increases, fuel price and rising inflation impact on infrastructure and installation cost. Mitigation – Ongoing pre-market engagement with operators. Project is scalable to meet the number of hubs deliverable for available budget.
- Charge points are not maintained in working order resulting in significant numbers offline. Mitigation – Suppliers to be required to maintain infrastructure through contracts with claw-back funding if KPIs are not met.
- Removing public parking bays in popular locations reduces income of partner councils resulting in pressure to locate Mobility Hubs in less popular locations. Mitigation – Hub locations are developed in partnership with Districts and in consultation with local stakeholders and interest groups to identify any potential issues at an early stage. Sites with free parking will be prioritised for delivery.
- Access to third party land required to progress Mobility Hubs at most locations. Access to this land and the permissions required may result in

delays to the project being delivered. Mitigation – Early identification of any third-party land requirements. Ensuring permissions are in place in a timely manner.

- Access to Network Rail (NR) land at rail stations may result in the Mobility Hubs at stations being delivered by NR contractors. This may have impacts on cost, timescale for delivery and maintenance. Mitigation – Early identification of any NR land requirements/permissions. Work closely with stakeholders and NR and train operating companies to ensure timescales for delivery are acceptable and achievable to all parties.
- Lack of operators interested in providing the mobility services. Mitigation - Early engagement with potential suppliers, or procurement of Phase 1 and Phase 2 hubs together.

Costs

- 4.46 The total scheme costs are £3,312,811, comprising £726,000 from ITB to deliver phase 1, £2,336,811 from CRSTS to deliver phase 2 and £250,000 of revenue funding from the BSIP Fund to cover the overall scheme's maintenance costs.
- 4.47 The scheme has previously gained an indicative approval for £726,000 of ITB funding to deliver Phase 1, with development costs of £60,000 being approved by the Combined Authority's Chief Executive on 8 February 2022 to develop the scheme's business case.
- 4.48 The ITB funding was originally ringfenced to deliver mobility hubs in Calderdale, as a pilot, with a view to rolling out more hubs across West Yorkshire and as such Phase 1 is much more developed than Phase 2. The funding was part of the ITB programme 2019 – 2022 and therefore needs to be spent before any of the other funding streams.
- 4.49 The scheme has a further indicative allocation of £2,336,811 of CRSTS capital funding, to deliver phase 2, following the CRSTS Programme's decision point 2 approval (strategic outline case) at Combined Authority on 17 March 2022, which also included approval for development costs for schemes to develop individual strategic outline cases.
- 4.50 At the Transport Committee on 18 November 2022, the BSIP Programme received decision point 2 (strategic outline case) approval, which included an allocation of £250,000 of revenue funding to this scheme, approval for which will be sought when the scheme is ready to move into delivery.
- 4.51 Phase's 1 and 2 have been brought together and the business case developed as one scheme. The overall scheme gained decision point 1 approval (strategic assessment) on 31 January 2023, with approval for work to commence on activity 2 (strategic outline case) and was allocated £50,000 of the development costs approved as part of the CRSTS Programme, bringing the total scheme approval to £110,000.
- 4.52 Approval is now sought for £200,000 of development, from the ITB programme taking the overall scheme approval to £310,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/06/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	01/02/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/09/2024

Other Key Timescales

- Start on site – May 2024.
- Completion on site – Sept 2024.
- Project Evaluation start – Dec 2024 onwards.

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within +10% of those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 6 months of those outlined in this report.</p> <p>Outputs remain within -10% of those outlined in this report.</p>

Appraisal Summary

- 4.53 There is a strong case for change, since evidence suggests that 38% of trips in West Yorkshire are less than two miles. The scheme will mean short trips can be made by walking and cycling, which will minimise the negative effects of private car travel such as congestion, poor air quality and access inequality.
- 4.54 The scheme supports the West Yorkshire Investment Priority 5: Future Transport, several other WYCA transport related strategies, and the West Yorkshire Mayors Tackle Climate Emergency pledge.
- 4.55 The scheme supports inclusive growth by locating hubs to areas with low public transport connectivity and/or low car ownership rate, ensuring equal access to alternative travel modes and employment.
- 4.56 Engagement has included a public online survey, bus operators, and private transport providers, to inform scheme development and will continue with all key stakeholders and protected characteristic groups.

- 4.57 As the business case develops, the scheme objectives need to be further developed.
- 4.58 Increases in inflation may impact the number of locations or mean lower cost options.

Recommendations

- 4.59 The Combined Authority approves that:
- (i) The Mobility Hubs scheme proceeds decision point 2 (strategic outline case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £3,312,811. The total scheme value is £3,312,811.
 - (iii) Development costs of £200,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £310,000.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Leeds City Centre Active Travel Links (North and South)
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

- 4.60 This scheme will be funded from the City Region Sustainable Transport Settlements (CRSTS) fund.
- 4.61 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.
- 4.62 The scheme will create two east-west cycling corridors across Leeds City Centre, one on the north side and one on the south side, filling current gaps to complete a circular cycle route around the city centre. The scheme links existing and planned cycle corridors, including City Connect corridors. The new cycling infrastructure will be fully segregated from traffic, making it attractive and accessible to all cycle users.
- 4.63 The northern part of the scheme covers:
- The full length of Great George Street
 - Merrion Street between Woodhouse Lane and New Briggate and short segments on adjoining roads including Cookridge Street and Calverley Street.
- 4.64 The southern part of the scheme covers:
- Swinegate between Sovereign Street and Bridge End

- Call Lane between Bridge End and The Calls
 - The Calls between Call Lane and High Court
 - The full length of High Court; and short segments on adjoining roads such as Sovereign Street.
- 4.65 The scheme complements other recent work to reduce volumes of through traffic in the city centre and restrict private vehicular access on some sections of the city centre network to access only, supporting active travel (cycling and walking) and bus services.
- 4.66 The scheme will also improve bus priority through junction traffic signalling changes and will provide new pedestrian crossings.
- 4.67 A summary of the scheme's business case and location map is included in **Appendix 4**.

Tackling the Climate Emergency Implications

- 4.68 The scheme tackling climate emergency implications are:
- By increasing the provision of high-quality infrastructure and filling gaps in the cycle route network, the scheme will make active travel (cycling and walking) within the city centre more attractive.
 - Providing a better and more joined-up cycling network and better facilities for pedestrians, the scheme will promote a shift to cycling and walking, which supports a reduction in traffic emissions, including greenhouse gases and improvements in local air quality.
- 4.69 A stage 1 qualitative carbon impact assessment has been submitted which identifies a wide range of positive benefits. A stage 2 assessment will be carried out as part of the development of the full business case.

Outputs and Benefits

- 4.70 The scheme outputs and benefits include:
- Increasing the number of cycle trips on routes covered by this scheme, by at least 70% by 2027
 - Increase the capacity of the travel corridor so that it can carry more people – not more vehicles – in peak hours by 2025
 - Increase the overall Healthy Streets Score of the pedestrian environment in scheme area by at least 20% by 2025. Healthy Streets is a framework for embedding public health in transport, public space and planning
 - Reallocation of road space to support and encourage more cycling and walking in the city centre and to create more public space
 - Creation of two, two-way segregated cycleways
 - Junction improvements to LTN1/20 standards, the government's national standard for the design of cycling infrastructure

- Widened footways and other improvements to make streets look more attractive
- New and improved pedestrian and cycle crossings
- Physical health benefits, as more people are encouraged to walk or travel by bike
- Improved travel options for those without access to cars
- Traffic signal phase changes
- Improved perceptions of safety
- Reduction in trips by private car, supporting a reduction in traffic emissions, including greenhouse gases and improvements in local air quality.
- Increased footfall for city centre businesses

4.71 The scheme presents a benefit cost ratio of 3.03:1 representing High value for money.

Inclusive Growth Implications

4.72 The scheme inclusive growth implications include:

- Reduced inequalities between neighbourhoods in Leeds with the infrastructure particularly improving travel options for households without access to a car.
- Improved access and connectivity to jobs, education, training, and other opportunities by healthy low-cost active travel.

Equality and Diversity Implications

4.73 The scheme equality and diversity implications are:

- Improved perceptions of safety through segregated cycle corridors, wider footways and new / improved crossing facilities, removing barriers which affect cycling and walking
- Improved access and connectivity to jobs, education, training, and other opportunities by healthy low-cost travel

4.74 A stage 1 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. A stage 2 EqIA will be produced in the full business case development.

Risks

4.75 The scheme risks include:

- Project cost escalation leading to up-front financing and funding issues, mitigated by design and cost reviews at key stages during business case development.

- Designs are produced without knowledge of existing utility locations leading to late design changes, mitigated by bringing forward utility searches into the design programme.
- Inflationary pressures on infrastructure and installation costs. Mitigated by ongoing pre-market monitoring with construction delivery partners.

Costs

- 4.76 The total scheme costs are £3,815,488.
- 4.77 The Combined Authority's contribution is £3,304,000 from the CRSTS Fund.
- 4.78 The remaining funding is £511,488 from Section 106 Developer Contributions. Only £126,664 of this total is currently held by the council, and some has been invoiced but is yet to be received. The remainder will be invoiced when the developments involved reach particular milestones. As there is no guarantee that the whole S106 funding will be received and no alternative funding source has been identified, a full funding strategy will be included as part of the full business case.
- 4.79 At decision point 1 (strategic assessment) £100,000 of development costs were approved to develop the strategic outline case.
- 4.80 Approval is now sought for a further £400,000 of development costs to develop the full business case.
- 4.81 The Combined Authority will need to enter into a revised funding agreement with Leeds City Council for expenditure of up to £500,000 from the CRSTS fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/06/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	31/10/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	24/11/2023

Other Key Timescales

- January 2024 - Start on site

- April 2025 - Completion on site

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of those outlined in this report.
Delivery (DP5) timescales remain within 6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report

Appraisal Summary

- 4.82 The scheme is part of the Combined Authority's CRSTS programme and supports policy at local, regional, and national levels as well as several of the West Yorkshire mayoral priorities.
- 4.83 Alignment with Climate Emergency priorities is achieved by promoting the uptake of cycling and walking and encouraging the shift away from motorised transport.
- 4.84 Inclusive growth priorities are addressed by giving greater access to jobs, training, education and leisure and retail opportunities for those who do not have access to a motor vehicle. The scheme will also help to remove barriers to active travel which prevent some protected characteristic groups from taking part.
- 4.85 The value for money assessment reflects a benefit cost ratio (BCR) of 3.03:1. This is categorised as High value for money against central government criteria.
- 4.86 Leeds City Council has considered the maintenance costs for the new infrastructure and has confirmed it will absorb the costs into its highway maintenance budget.
- 4.87 The financial case contains some uncertainty and there is currently a funding gap. A full funding strategy will be provided as part of the full business case.

Recommendations

- 4.88 The Combined Authority approves that:
- (i) The Leeds City Centre Active Travel Links (North and South) scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £3,304,000. The total scheme value is £3,815,488.
 - (iii) Development costs of £400,000 are approved in order to progress the scheme to decision point 4 taking the total scheme approval to £500,000.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £500,000.

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

Project Title	Levelling Up - Bus Enhancement Package
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

- 4.89 The £4.8 billion Levelling Up Fund (LUF) contributes to the levelling up agenda by investing in infrastructure that improves everyday life across the UK, including regenerating town centre and high streets, upgrading local transport, and investing in cultural and heritage assets. The Fund is jointly managed by the Department for Transport (DfT) and the Department of Levelling Up, Housing, and Communities (DLUHC).
- 4.90 In January 2023, government confirmed that the Combined Authority's bid for £41,248,832 from the Levelling Up Fund Round 2 (LUF2) was provisionally successful, subject to further business case approval. Work will now begin on further development of the business cases for the following individual schemes within the package:

A639 Park Road, Pontefract

- The scheme will deliver bus priority through technology at traffic signal junctions and through increasing the highway capacity to remove bus pinch points along the corridor. It will also improve the walking and cycling environment, improve pedestrian and cycling provision at the retail park / racecourse roundabout to improve cycling and walking access across the A639, and improve the existing Pontefract Park cycle route that connects Pontefract Town Centre and junction 32 retail park.

A629 North, Halifax (Orange Street roundabout to Ogden)

- The scheme will deliver traffic light priority for buses at key junctions, pedestrian improvements at Orange Street roundabout including to underpass lighting and CCTV, junction improvements at Wrigley Hill to improve safety and reduce congestion,
- This scheme will also deliver improved pedestrian footways and new crossing facilities at locations on Ovenden Road and Keighley Road and

traffic calming on parts of Old Lane to provide a better environment for cycling and walking.

Bus Station, Stops, and Highway Investment Programme (BSSHIP), across West Yorkshire

- BSSHIP will deliver safety and accessibility improvements for passengers from the beginning to the end of their journeys.
- This will include a combination of interventions to upgrade up to 14 bus stations at Bradford; Leeds; Ossett; Batley; Cleckheaton; Brighouse; Pudsey; Keighley; Todmorden; South Elmsall; Hemsworth; Castleford; Pontefract; and Ilkley to bring them up to and beyond current accessibility standards.
- Improvements are expected to include delivery of brush (safety) barriers, help points, tactile signage which can be read by touch, and pedestrian crossings, changing rooms and quiet places to meet the needs of the wider community.
- Essential maintenance works will also be included, to ensure facilities remain useable and provide suitable customer experience, including roof repairs, carriageway resurfacing, additional CCTV coverage and seating, automatic doors, and drainage works.
- BSSHIP will also deliver new and replacement bus shelters and Real Time Information screens (RTI) at bus stops on the Core Bus Network and other routes that serve communities experiencing poor access across the region - in total at over 500 bus stop locations.
- The BSSHIP programme will also address delays, as identified by bus operators, at up to 15 bus “hotspot” sites on the key routes across Bradford, Wakefield, and Leeds, to improve bus journey times and bus service punctuality and reliability. These bus “hotspot” sites are key points of delay to bus services and causes of unreliability, identified by bus operators. Hotspot schemes to address issues at these sites are subject to further development and consultation.
- Improvement schemes to deliver bus priority and address delay to buses in Calderdale and Kirklees are being delivered through the City Region Sustainable Transport Settlement (CRSTS) programme, alongside potential bus hotspots.

4.91 The package’s new and improved walking, cycling, and bus infrastructure will remove barriers to sustainable travel in West Yorkshire, improving connectivity and accessibility to opportunities in terms of jobs and training for residents, particularly in areas of low income and for communities with limited or no access to a car. This will help reduce road congestion levels and improve local air quality, helping to deliver the West Yorkshire Mayor’s Tackle Climate Emergency pledge, Investment Priority 5: ‘Future Transport’ of the West Yorkshire Investment Strategy 2021-2024, and principles of Inclusive Growth as set out in the Strategic Economic Framework (SEF).

- 4.92 The package cost is £47,628,832. of which £41,248,832 has been awarded from LUF2, with a £6,380,000 local match contribution from the Combined Authority.
- 4.93 Given the size of the Combined Authority's LUF2 funding award, as a large transport project, a further programme business case will be developed and submitted to government as schemes are developed in more detail.
- 4.94 Government encouraged a local contribution of 10% or higher of the bid costs and local match funding contributions were taken into account during assessment of the bids. The Combined Authority's local contribution is proposed as £4,000,000 from the Gainshare Capital Fund and £2,380,000 from the West Yorkshire plus Transport Fund (WY+TF).
- 4.95 In June 2022, the Combined Authority approved the use up to £4,000,000 of gainshare to support the bid.
- 4.96 The Combined Authority will largely lead the procurement and management of works to deliver the BSSHIP programme. Wakefield and Calderdale Council will lead on procuring a contractor to deliver works for the A629 and A639 schemes respectively.
- 4.97 A summary of the scheme's business case is included in **Appendix 5**.
- 4.98 Approval is also sought through this report for £1,500,000 to support the ongoing delivery of Thirsk Row bus hotspot construction works which is already at activity 5 (Delivery). This approval will replace the existing allocation from the City Region Sustainable Transport Settlement (CRSTS) programme.

Tackling the Climate Emergency Implications

- 4.99 The package has carried out a Stage 1 qualitative Carbon Impact Assessment. The assessment indicates that the programme will support modal shift to sustainable travel (bus, walking, cycling) as well as priorities of zero carbon energy through the installation of solar panels and battery storage infrastructure at bus stations. Through encouraging modal shift from the car, the programme should have a positive impact to local air quality at the various locations as localised congestion levels reduce.
- 4.100 The Stage 2 quantitative carbon impact assessment will be carried out through the respective individual scheme business cases at which point a better understanding will be had on whole life carbon impacts (construction and operational).

Outputs and Benefits

- 4.101 The package's expected outputs and benefits are:
- Increased up-take of people walking
 - Increase in cycling levels
 - Increased uptake of people using buses
 - Reduction in road traffic accidents

- Reduced time to nearest urban centre
- Reduced noise in sensitive areas
- Improved accessibility
- Improved perceptions of safety on public transport
- Improved journey time
- Environmental benefits including improved air quality

4.102 Individual scheme outputs and benefits are expected to include:

A639 Park Road, Pontefract

- Improved pedestrian and cycling facilities at Pontefract Racecourse roundabout
- Improved pedestrian and cycling crossing facilities at Park Lane / Park Road junction
- Improved operation of bus priority technology at Park Lane / Park Road junction
- Widening the A639 to four lanes plus a 3- metre segregated two-way cycle track between Park Lane and Princes Drive
- Widened 3-metre shared use pedestrian and cycling route through Pontefract Park linking Pontefract and Glasshoughton
- Creation of off-road shared space on the A639 rail overbridge south of Park Lane
- New cycle parking facilities at Pontefract Racecourse

A629 North, Halifax (Orange Street roundabout to Ogden)

- New high quality cycle route (2 kilometres)
- New pedestrian and cycle crossings
- Improved and widened footways
- Aesthetic improvements including street lighting and landscaping
- Traffic calming/speed reduction measures

BSSHIP, across West Yorkshire

- Bus hotspot improvements
- Bus station improvements
- Bus stop improvements
- SMART (measurable) targets for each forecast benefit will be developed through individual scheme business cases.

4.103 An indicative value for money assessment for the package reflects a Benefit Cost Ratio (BCR) of 1.76:1, classing the programme as Medium value for money when assessed against the DfT's value for money criteria. The value

for money assessment for the respective projects will be refined through the individual project business cases.

Inclusive Growth Implications

- 4.104 The package aims to support inclusive growth by connecting a greater number of people to jobs and training by reducing barriers to sustainable and more affordable travel choices (bus, walking, cycling) when compared to the car through bus, cycling, and walking infrastructure and access improvements.
- 4.105 Further detail on support to inclusive growth at a project level will be presented through the respective project business cases.

Equality and Diversity Implications

- 4.106 The package has carried out a Stage 1 qualitative Equality Impact Assessment (EQIA). The assessment indicates that the respective schemes are expected to make travel by bus, walking, and cycling safer and easier for all users, including the protected groups as defined by the Equality Act 2010.
- 4.107 The Stage 1 EQIA assessment will be revisited through each project business case in addition to carrying out a Stage 2 quantitative EQIA assessment as designs are developed and more detail is understood.

Risks

- 4.108 The package risks include:
- That inflation continues to fluctuate, impacting costs and affordability of the projects. This has been mitigated by project cost estimates pricing in latest industry forecasts such as from the Bank of England, with a programme level inflation risk allowance also included. Further mitigation will be explored through the procurement of contracts and agreement to prices.
 - That statutory processes or acquiring third party land for the two corridor schemes (A639 and A629) face objection or take longer than anticipated, impacting costs and deliverability. This has been mitigated by holding early engagement with appropriate officers and decision makers, and with landowners. Property and Legal consultants will also be appointed.
 - That the impact of Covid is still felt on supply chains, delaying the sourcing of labour and materials, impacting costs and delivery timescales. This will be mitigated by the continued development of mitigation plans and working practices in collaboration with suppliers.
- 4.109 Project specific risk registers and mitigations will be developed through the respective project business cases.

Costs

- 4.110 The package cost is £47,628,832. of which £41,248,832 has been awarded from LUF2, with a £6,380,000 local contribution from the Combined Authority

comprising £4,000,000 from the Gainshare Capital Fund and £2,380,000 from the West Yorkshire plus Transport Fund (WY+TF).

4.111 The estimated costs for individual elements of the package are:

- **A639 Park Road** – £11,099,000
- **A629 North Halifax** – £7,930,000
- **BSSHIP** - £17,661,133. A provisional allocation has been made to each scheme as follows:
 - £6,496,320 for the bus stop and shelter improvement works.
 - £6,063,270 for the bus station works.
 - £3,586,510 for the bus highway hotspots works.
 - £1,440,000 for the bus accessibility works.

4.112 Government has advised the Combined Authority that it is willing to provide up to 10% of the total LUF2 funding allocation as development funding. Grant letters will, however, only be issued ahead of each funding allocation. The letter will advise on the value of the next payment to be issued with relevant conditions, and funding will be paid in arrears.

4.113 Approval is now sought for programme development costs of up to £3,950,000 to progress a Levelling Up - Bus Enhancement Package programme business case to government and continue the development of individual scheme business cases as follows:

- **A639 Park Road** - Approval to development costs of £400,000 are sought for the scheme to continue development of the outline business case. This takes the total scheme approval to £970,000 including the existing development funding approval of £570,000. Subject to approval, the Combined Authority will enter into a variation to the existing funding agreement with Wakefield Council for expenditure up to £970,000.
- **A629 North Halifax (Orange Street roundabout to Ogden)** - Approval to development costs of £300,000 are sought to continue development of the full business case. This takes the total scheme approval to £2,110,000 including the existing development funding approval of £1,810,000. Subject to approval, the Combined Authority will enter into a variation to the existing funding agreement with Calderdale Council for expenditure up to £2,110,000.
- **BSSHIP**-The development costs for BSSHIP schemes will be considered as part of individual scheme business cases.

4.114 Approval is also sought through this report for £1,500,000 to support the ongoing delivery of Thirsk Row bus hotspot construction works which is already at activity 5 (Delivery). This approval will replace the existing allocation from the City Region Sustainable Transport Settlement (CRSTS) programme.

Assurance Pathway and Approval Route

Levelling Up - Bus Enhancement Package

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/06/2023

A639 Park Road, Pontefract

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	To be determined

4.115 Future approval pathway and route, beyond outline business case, will be determined at the next stage.

A629 North, Halifax (Orange Street roundabout to Ogden)

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	To be determined

4.116 Future approval pathway and route, beyond full business case, will be determined at the next stage.

Bus Station, Stops, and Highway Investment Programme (BSSHIP),

4.117 The approval pathway and routes for the BSSHIP projects will be determined following strategic assessment (decision point 1).

Other Key Timescales

- Practical completion expected no later than March 2026
- Further detail on the delivery programmes and key milestones will be provided through the individual scheme business cases.

Assurance Tolerances

Levelling Up - Bus Enhancement Package

Assurance tolerances
Combined Authority costs remain within 5% of those outlined in this report. Programme delivery (DP5) timescales remain within 6 months of those outlined in this report.

A639 Park Road, Pontefract

4.118 Current assurance tolerances will be reviewed at the outline business case stage.

A629 North, Halifax (Orange Street roundabout to Ogden)

4.119 Current assurance tolerances will be reviewed at the full business case stage.

Bus Station, Stops, and Highway Investment Programme (BSSHIP), across West Yorkshire

4.120 Assurance tolerances for BSSHIP will be determined as individual scheme business cases progress through the assurance process.

Appraisal Summary

4.121 The Combined Authority's Levelling Up Round 2 bid was well received by the government, and deemed provisionally successful, subject to further business case approval.

4.122 The package strategic outline case sets out details of the bid, including the strategic objectives and the options appraisal carried out to determine the final Levelling Up - Bus Enhancement Package.

4.123 The cost and funding details have been provided, however, it is accepted that more robust costs will be presented through the individual scheme business cases as designs develop and more detail is understood.

4.124 Similarly, whilst a reasonable level of detail has been provided in the package strategic outline case, further detail on other areas will be expected through the individual scheme business cases too. This will include more detail on assessing carbon impacts, equality impacts, procurement, evaluation, delivery timescales, and on determining the value for money.

4.125 It is also highlighted that to deliver the A639 Park Road and A629 North Halifax schemes, planning approval, consents, and third-party land will need securing. A detailed update will be expected in the respective outline business case and full business case.

Recommendations

4.126 The Combined Authority approves that:

- (i) The Levelling Up - Bus Enhancement Package proceeds through decision point 2 (strategic outline case) and work commences on development of a programme business case to government and individual scheme business cases.
- (ii) An indicative approval to the Combined Authority's contribution of £47,628,832 is given. The total programme cost is £47,628,832.
- (iii) Approval of the delivery costs of £1,500,000 for the Thirsk Row bus hotspot scheme is given, and work continues on activity 5 (delivery). This will replace the existing £1,500,000 CRSTS approval.
- (iv) Development costs of up to £3,950,000 are approved in order to progress the programme business case to government and to support the development of individual scheme business cases up to activity 4 (full business case).
- (v) The Combined Authority enters into an addendum to an existing funding agreement with Wakefield Council for the A639 Park Road scheme for expenditure of up to £970,000.
- (vi) The Combined Authority enters into an addendum to an existing funding agreement with Calderdale Council for the A629 North Halifax scheme for expenditure of up to £2,110,000.
- (vii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, subject to remaining within the tolerances outlined.

Projects in Stage 2: Scheme development

4.127 There are no schemes to review at this stage or enter scheme details.

Projects in Stage 3: Delivery and Evaluation

4.128 There are no schemes to review at this stage or enter scheme details.

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.

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)

West Yorkshire Rail Accessibility Package

12.1 The Combined Authority, approves that:

- (i) The West Yorkshire Rail Accessibility Package proceeds through decision point 2 (strategic outline case) and work commences on activity 4 (full business case)

- (ii) An indicative approval to the Combined Authority costs of up to £5,000,000 is given. The total scheme value is £20,042,450
- (iii) Development costs of £337,100 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £583,100
- (iv) The Combined Authority enters into a funding agreement, under Section 56 of the Transport Act, with Northern, for expenditure of up to £583,100
- (v) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Mobility Hubs

12.2 The Combined Authority approves that:

- (i) The Mobility Hubs scheme proceeds decision point 2 (strategic outline case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £3,312,811. The total scheme value is £3,312,811.
- (iii) Development costs of £200,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £310,000.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Leeds City Centre Active Travel Links (North and South)

12.3 The Combined Authority approves that:

- (i) The Leeds City Centre Active Travel Links (North and South) scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £3,304,000. The total scheme value is £3,815,488.
- (iii) Development costs of £400,000 are approved in order to progress the scheme to decision point 4 taking the total scheme approval to £500,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £500,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. Where required,

any future committee level approvals are delegated to the Transport Committee.

Levelling Up - Bus Enhancement Package

12.4 The Combined Authority approves that:

- (i) The Levelling Up - Bus Enhancement Package proceeds through decision point 2 (strategic outline case) and work commences on development of a programme business case to government and individual scheme business cases.
- (ii) An indicative approval to the Combined Authority's contribution of £47,628,832 is given. The total programme cost is £47,628,832.
- (iii) Approval of the delivery costs of £1,500,000 for the Thirsk Row bus hotspot scheme is given, and work continues on activity 5 (delivery). This will replace the existing £1,500,000 CRSTS approval.
- (iv) Development costs of up to £3,950,000 are approved in order to progress the programme business case to government and to support the development of individual scheme business cases up to activity 4 (full business case).
- (v) The Combined Authority enters into an addendum to an existing funding agreement with Wakefield Council for the A639 Park Road scheme for expenditure of up to £970,000.
- (vi) The Combined Authority enters into an addendum to an existing funding agreement with Calderdale Council for the A629 North Halifax scheme for expenditure of up to £2,110,000.
- (vii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, subject to remaining within the tolerances outlined.

13 Background Documents

13.1 None as part of this report.

14 Appendices

Appendix 1 - Background to the Combined Authority's Assurance Framework

Appendix 2 - West Yorkshire Rail Accessibility Package - Business Case Summary

Appendix 3 - Mobility Hubs – Business Case Summary

Appendix 4 - Leeds City Centre Active Travel Links (North and South) – Business Case Summary

Appendix 5 - Levelling Up - Bus Enhancement Package - Business Case Summary