

## Project Overview

Project Title	West Yorkshire Rail Accessibility Package
Main Funding Programme	City Region Sustainable Transport Settlement (CRSTS) Fund
Current Forecast Project cost	£20,042,450
Funding Applied for from the Combined Authority now	£337,100
Other public sector funding amounts and sources	£14,395,740 from Northern £646,710 from Transpennine Route Upgrade (TRU)
Private sector funding amounts and sources	£0.00

### Scheme Description

The scheme will provide small-scale accessibility improvements 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 or upgrading accessible toilets and baby changing facilities, installing induction loops, improving drop off/pick up facilities and installing new lighting, signage, furniture and help points.

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

### Business Case Summary

### Strategic Case

The scheme is aligned with mayoral priorities around tackling climate emergency and supports inclusive growth and equality, diversity, and inclusion priorities. The scheme will improve access to rail travel for everyone in West Yorkshire, which is a key policy to help reduce transport-related carbon emissions – as well as improving access to jobs, education, housing, and leisure activities.

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, 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.

The scheme seeks to make improvements which will benefit a broad range of existing and potential new rail users and encourage more people to travel by train.

### Economic Case

The economic case provides a summary of how the proposals for the stations were identified, based on the outcomes of station audits and the input of a stakeholder group that included people with relevant work experience in delivering station accessibility improvement schemes and representation of people with disability and mobility issues.

The improvements delivered through the scheme are expected to increase rail patronage, customer satisfaction and revenue. The changes will also improve accessibility to housing, employment,

health, and education opportunities, particularly for those with disabilities and mobility issues. The scheme is expected to encourage more people to travel by rail, instead of private car, which would contribute to reducing carbon emissions and improving air quality.

#### Commercial Case

The commercial case summarises that a traditional procurement process would be undertaken and led by Northern, following Northern's policies and procedures. Social value is expected to be considered as part of the tender stage looking beyond the financial cost of a contract at how services procured might improve the economic, social, and environmental well-being of an area.

#### Financial Case

The total scheme cost is estimated at £20,042,450 comprising:

- Northern - £14,395,740
- Department for Transport – Transpennine Route Upgrade - £646,710
- Combined Authority - £5,000,000 from the CRSTS Fund

Northern will deliver improvements at 44 West Yorkshire stations across three financial years (2023/24, 2024/25 and 2025/26) using its funding and the Department for Transport's contribution.

The £5,000,000 of Combined Authority CRST funding will cover the cost of the work at an additional 20 stations, to ensure a consistent approach to accessibility and inclusivity at all rail stations in West Yorkshire.

#### Management Case

Northern will lead the delivery of the scheme and has experience of developing and managing similar schemes elsewhere, with a similar project currently underway in South Yorkshire. This experience should enable continuous sharing of lessons learnt, best practice and potential improvements across all of the schemes and stations.

Northern will manage the projects risks and risk register with monthly risk review workshops being undertaken between Northern, the Combined Authority and any consultants / contractors working on the project.