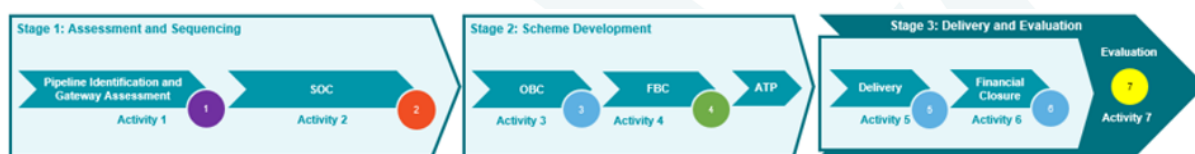


Report to:	Finance, Resources and Corporate Committee
Date:	2 November 2023
Subject:	Project Approvals
Director:	Melanie Corcoran, Director of Transport Policy & Delivery
Author:	Craig Taylor, Head of Strategic Portfolio Office

1. Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for projects that have been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.



- 1.2 The Finance, Resources and Corporate Committee has delegated decision making authority approved by the Combined Authority on 23 June 2022. Where the Finance, Resources and Corporate Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 11 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 Decisions are required for three Investment Priority 5 schemes that, due to time constraints, need a decision before the next Combined Authority meeting on 7 December 2023.

Scheme Summaries

<p>CRSTS – MCard Mobile App Enhancements</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme is to enhance the MCard Mobile app. This will include improvements to the app's operating platform, how users purchase tickets, how the app reports on sales, the tickets that can be purchased, the information provided to passengers via the app, the ability to offer concessionary fares, fraud prevention and functionality to make it easier for organisations to gift mobility credits.</p> <p>The scheme is to be delivered through the Bus Service Improvement Plan (BSIP) Programme with the funding coming from the City Region Sustainable Transport Settlement (CRSTS).</p> <p><u>Impact</u></p> <p>The scheme seeks to provide confidence to passengers they are purchasing the ticket that offers them the best value and improve overall customer satisfaction. This will help facilitate an increase in the number of passengers using the app to purchase tickets.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2-4 (business justification case) to activity 5 (delivery).</p> <p>Total value of the scheme - £525,000</p> <p>Total value of Combined Authority funding - £525,000</p> <p>Funding recommendation sought - £525,000</p> <p>A decision by the Finance, Resources and Corporate Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>West Bradford – Cycle Superhighway Extension</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>The West Bradford Cycle Superhighway (CSH) scheme will deliver high quality cycle infrastructure and walking improvements along a 7 kilometre route between the city centre and Thornton Village. Phase 1 of the scheme will deliver improvements along a 2.5 kilometre route from the city centre to Cemetery Road.</p> <p>The scheme is to be delivered through the Transforming Cities Fund (TCF).</p> <p><u>Impact</u></p> <p>The scheme will improve cycle and walking infrastructure, which will encourage more people to cycle and walk instead of using a car, reducing congestion levels, and supporting better air quality.</p> <p>Many of the areas surrounding the proposed cycle route experience high levels of income, health, and disability deprivation. This scheme supports Inclusive Growth as it will improve the equal opportunity for these communities to access education, employment, and housing through sustainable and cheaper travel choices.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 1.02. This is categorised as Low value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) to activity 5 (delivery) for Phase 1, subject to an Approval to Proceed.</p> <p>Approval to proceed through decision point 3 (outline business case) to activity 4 (full business case) for Phase 2.</p> <p>Total value of the scheme: £26,739,636 (Phase 1 and 2)</p> <ul style="list-style-type: none"> • £12,064,636 (Phase 1) • £14,675,000 (Phase 2) <p>Total value of Combined Authority funding: £13,129,429</p> <ul style="list-style-type: none"> • £12,064,636 (Phase 1) • £1,064,793 (Phase 2) <p>Funding recommendation sought: £9,047,429</p> <ul style="list-style-type: none"> • £7,982,636 (Phase 1) • £1,064,793 (Phase 2) <p>A decision by the Finance, Resources and Corporate Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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Bus Service Improvement Plan (BSIP) – BSIP+ Protection and restoration of bus services

West Yorkshire

Scheme description

The West Yorkshire BSIP is a multi-year programme of interventions that will work to radically improve the region's bus system. A key aspect of BSIP is to protect and provide a solid foundation to enhance the bus network. BSIP+ aims to restore and stabilise the bus network from future changes and maintain existing standards of connectivity.

The scheme is to be delivered through the Bus Service Improvement Fund via additional BSIP+ funding from the DfT.

Since preparing this proposal, Government has identified further BSIP funds through its *Network North* plans, indicating that WYCA will be in receipt of a further £13m in 2024/25.

Impact

The new project and additional funding will ensure stability of some services that are potentially at risk of being reduced and/or withdrawn, preventing those communities who particularly rely on bus services, especially those in areas of high deprivation, from losing connectivity and access to key destinations such as employment, education, health and leisure.

An assessment of the probable benefits and Value for Money position for the full BSIP Programme has not been provided. A detailed value for money assessment has not been carried out for the new project so the impact cannot be fully ascertained. Retrospective analysis on individual services is envisaged to be carried out in due course to inform future approvals.

Decision sought

The change request for:

- Approval to accept the additional funding and increase the indicative costs by up to £7,750,442, to £77,724,512 and to extend the BSIP programme delivery date by one year to March 2026
- Approval to add an additional scheme to the BSIP programme, to be called 'BSIP+ - Protection and Restoration of Bus Services', to be funded by the additional £7,750,442 BSIP + funding and that this proceeds through decision point 2 (strategic outline case) and work commences on delivery.

Total value of the scheme - £77,724,512.

Total value of Combined Authority funding - £77,724,512.

Funding recommendation sought - £7,750,442.

A decision by the Finance, Resources and Corporate Committee using the delegated authority from the Combined Authority is sought as part of this report

3. Information

- 3.1 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.
- 3.2 This report provides information required to enable the Finance, Resources and Corporate Committee to approve each of the above elements.

Projects in Stage 1: Assessment and Sequencing

- 3.3 There are no schemes to review at this stage.

Projects in Stage 2: Scheme development

Project Title	CRSTS – MCard Mobile App Enhancements
Stage	2 (scheme development)
Decision Point	2 to 4 (business justification)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" 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

- 3.4 This scheme is to be delivered as part of the Bus Service Improvement Plan (BSIP) for West Yorkshire, which is in accordance with the National Bus Strategy.
- 3.5 The Department for Transport's (DfT) National Bus Strategy (NBS) for England and the Bus Service Improvement Plan (BSIP) aims to resolve the failures of the bus industry country wide. Within the NBS, the DfT set out its expected key investment priorities of reduced and simplified fares and increased service frequencies and new and expanded routes.
- 3.6 The scheme will be funded from the City Region Sustainable Transport Settlement (CRSTS) fund. 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.
- 3.7 The MCard Mobile App Enhancement scheme forms part of the West Yorkshire Combined Authority's desire to introduce an integrated pay-as-you-go contactless ticketing system, across all buses. This will enhance the existing MCard Mobile app and introduce other retailing improvements such as mobility credits, which make paying for bus travel easier, more convenient, flexible and better value for passengers. The aim being to build on the success of the Mayor's Fares and support the BSIP's vision for better buses in West Yorkshire.

3.8 The MCard Mobile app scheme is being progressed in advance of the other elements of the wider Integrated Ticketing and Mobility Credits scheme. This will facilitate early progression of the elements that can be delivered more quickly enabling benefits of the scheme as early as possible. The Integrated Ticketing and Mobility Credits scheme has been proposed to be delivered in the following stages:

- MCard Mobile App Enhancements.
- Mobility Credits.
- Integrated ticketing infrastructure (ticketing machines and tap out card readers).

3.9 The MCard Mobile app is the digital equivalent of the MCard smartcard system, offering passengers a simple place to buy tickets for different bus and rail operators within West Yorkshire. It is the largest smart ticketing scheme in the UK outside London. The MCard Mobile app enables passengers to purchase and store, daily, weekly, and monthly bus only and bus and rail tickets for travel in the region on their smartphones.

3.10 The popularity of the MCard Mobile app has increased since its inception in October 2020. The number of bus journeys that were paid for via the app increased by around 200% from 3,638,136 in 2021 to 10,969,435 in 2022. This trend is continuing and over 85% of all MCard product sales by volume are made via the app. The scheme is aiming to enhance the customer satisfaction of the app by improving the operating platform, how users purchase tickets, how the app reports on sales, the tickets that can be purchased, the information provided to passengers, the ability to offer concessionary fares, fraud prevention and functionality to make it easier for organisations to gift mobility credits.

3.11 The objectives of the scheme are:

- To increase the weekly number of bus passengers who use the MCard Mobile app to pay for bus tickets from the current average of 308,845 to the current weekly peak of sales (381,232). An increase of 23% by 2027.
- To increase customer confidence in selecting the best ticket for them from a baseline of 69% (2022/23 public perceptions of transport survey) by 6% by 2027.
- To improve customer satisfaction with ease of ticket purchasing from a baseline of 72% (2022/23 public perceptions of transport survey) by 3% by 2027.

3.12 A summary of the scheme's business case is included in **Appendix 1**.

Outputs and Benefits

3.13 The scheme outputs and benefits include:

- Software improvements to the back office of the MCard Mobile app, improving the app's resilience and capacity to power passenger facing enhancements.

- Customer facing enhancements to the MCard Mobile app, such as: improved accessibility, modern look and design, improved journey planning tool and ticketing features.
- Future-proofed MCard Mobile app system to enable greater functionality including ability to provide mobility credits.
- Enhanced MCard Mobile app to improve customer experience by 3% from a baseline of 72%.
- Increase customer confidence in selecting the best ticket for them by 6% from a baseline of 69%.
- Increased number of bus passengers who use the MCard Mobile app to pay for bus tickets per week by 23% from the current average of 308,845.
- Increased attractiveness of public transport to support access and connectivity to employment, education, housing and key travel destinations.
- Cost savings from production of fewer MCard smartcards.
- Improved operational efficiencies through greater automation and reduced administration.
- Reduction in fraudulent use of ticketing.

Tackling the Climate Emergency Implications

- 3.14 The enhanced MCard Mobile app seeks to provide confidence to bus users that they are getting the best value tickets, helping improve perceptions of the bus service as a more attractive and easier to access transport option. This can encourage people to travel by bus rather than private car to help reduce carbon emissions and contribute to tackling the climate emergency.
- 3.15 A Stage 1 Carbon Impact Assessment of the scheme has been undertaken. This highlighted that the scheme is presumed to be fully compatible with the Combined Authority's net zero future. It indicated that the scheme is expected to have a positive impact on mobility and air quality as a result of the scheme facilitating easier use of buses.

Inclusive Growth Implications

- 3.16 The scheme will support inclusive growth by providing easier access to the public transport network and provide greater customer confidence and satisfaction that they are getting value for money. In particular, benefiting those without access to a car or are reliant on public transport.
- 3.17 The MCard Mobile app enhancements will provide a mechanism for giving digital concessions on fares, such as mobility credits which can provide targeted groups of people with free or reduced cost bus travel; this could include job seekers, college students and NHS patients. This, together with the uptake of that facility within the app, will help remove barriers to social value opportunities and employment, by helping people access opportunities and helping employees access workforce by public transport across a wider

area. This will be particularly beneficial for economically and socially deprived communities.

Equality and Diversity Implications

- 3.18 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.
- 3.19 The scheme aims to facilitate an overall enhanced public transport service and no adverse impacts on equality and diversity are anticipated. The scheme is expected to positively impact the following groups with Protected Characteristics:
- Age - positive impact on older and younger people who tend to use public transport more than other age groups. In particular, under 19s create significantly more ticket sales than other age groups. However 22% of over 55s do not own a smartphone, meaning people within this 22% are unlikely to benefit from this scheme (the physical smartcard will remain in operation).
 - Disability - generally, people with disabilities have an increased reliance on public transport so the improvements are likely to have positive benefits for this group. This can include reducing the impacts of loneliness and opening up access to employment, leisure facilities and health appointments.
 - Sex/Gender – As women are statistically more likely to use public transport than men, this group will be more positively impacted by the scheme.

Consultation and Engagement

- 3.20 The proposals were developed with key stakeholders comprising the West Yorkshire Ticketing Company which has representation from rail and bus operators as well as the Combined Authority. Feedback on the existing MCard Mobile app was also reviewed by Yorcard. Due to the low value, complexity and contentiousness of the scheme formal public consultation has not been undertaken.
- 3.21 Yorcard and the Combined Authority will conduct user feedback reviews, annually, throughout the lifetime of the project to ensure enhancements reflect the needs of the Combined Authority and app users. In-app or push notifications are also proposed to alert users to new features being available.

Risks

- 3.22 The scheme risks include:
- Lack of capacity within Yorcard to deliver the scheme. This will be mitigated by the Project Board regularly engaging with Yorcard to ensure it can plan its recruitment activity and plan internal resourcing as appropriate.

- Enhancements on the MCard Mobile app only - passengers who cannot access the app are excluded from the benefits the scheme can provide. This is mitigated by enhancements proposed as part of the wider integrated ticketing scheme which seeks to provide improvements to other ticketing options.

Costs

- 3.23 The total scheme costs are £525,000.
- 3.24 The Combined Authority's contribution is £525,000 from the City Region Sustainable Transport Settlement Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 to 4 (business justification)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Finance, Resources and Corporate Committee	02/11/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	08/11/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2027

Other Key Timescales

- Start of delivery – 01/11/2023 (enhancements to the app will be released when ready throughout the delivery timeframe)
- Completion of scheme – planned 31/10/2026 (latest 31/03/2027)

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>

- 3.25 This approval is the first decision point for the scheme at committee and establishes tolerances for the scheme.

Appraisal Summary

- 3.26 The business case summarises that bus passengers in West Yorkshire are amongst the least satisfied across authority areas in England and they feel buses are not good value for money. Cost of travel and lack of confidence are noted as being key reasons as to why people do not travel by bus. Making bus travel cheaper, easier, more convenient and flexible are identified as being key to improving the bus service offer. It is highlighted that bus ticket sales in West Yorkshire comprise a complicated mix of single operator fares, products and retail channels which creates confusion and uncertainty amongst passengers over which is the best value ticket and how to purchase them. The MCard (and its app) tries to simplify this by offering good value tickets that can be used on any operator service.
- 3.27 The scheme's importance is recognised, in that it can improve confidence for users being able to obtain best value for bus travel. Improved information and clarity on ticketing, before boarding the bus, can help reduce barriers to use and make the bus system more accessible. This in turn will facilitate use of public bus services to connect to employment, education and social value opportunities, facilitating a shift away from private car trips to contribute to the decarbonisation of transport. Strategically, the scheme therefore aligns with several national, regional and local policies and strategies as well as the Mayor's pledges.
- 3.28 Enhancement to the MCard Mobile app is perceived as being beneficial by acting as an enabler to ensure that passengers have all the information they need, to be confident that they are purchasing the best value ticket to get them to where they need to go. The MCard Mobile app enhancements also act as a facilitator for other products, systems, ticket and fare structures to be rolled out to benefit the users of the app.
- 3.29 The project will be delivered by Yorcard, who currently operate the app, using agile project management methodology to allow iterative design and development of the scheme as it develops. Yorcard has provided indicative costs for each element of the scheme, to be finalised during the scoping and specification of each new app feature, in conjunction with the Project Board. As such, final costs for all elements of the scheme are not yet available, but the total scheme cost will amount to £525,000. The scheme costs such as final approval of scheme elements will be agreed by the scheme's Project Board.

Recommendations

- 3.30 The Finance, Resources and Corporate Committee, subject to the conditions set by the Programme Appraisal Team, approves: that, subject to the discharge of conditions:
- (i) The CRSTS – MCard Mobile App Enhancements scheme proceeds through decision point 2 - 4 (business justification case) to activity 5 (delivery).
 - (ii) Approval to the Combined Authority costs of up to £525,000 is given. The total scheme cost is £525,000.

- (iii)** Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	West Bradford – Cycle Superhighway Extension
Stage	2 (scheme development)
Decision Point	4 (full business 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

- 3.31 Phase 1 of the West Bradford Cycle Superhighway Extension (WBCSE) scheme will be funded through the Transforming Cities Fund (TCF). The development of Phase 2 WBCSE will be funded through the TCF.
- 3.32 As part of the Government’s Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. The TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England’s largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport (DfT) approval in March 2020.
- 3.33 The WBCSE is one of four schemes being delivered through the TCF programme in Bradford. The other three are:
- Bradford Interchange – new high-quality entrance and access
 - Bradford City Centre Walking & Cycling Improvements – walking, cycling, public space, and junction improvements within Bradford city centre
 - South Bradford Park & Ride – targeted bus priority measures and cycle improvements along Manchester Road
- 3.34 The WBCSE scheme will complement the Bradford TCF schemes by delivering high quality cycle infrastructure along a 7 kilometre route between the city centre and Thornton Village, connecting several residential areas to the west of Bradford including Thornton, Clayton, Allerton, Girlington, and Lidget Green.
- 3.35 Phase 1 of the WBCSE scheme has come forward at full business case and will deliver 2.5 kilometres of high-quality cycle infrastructure between the city centre and Cemetery Road, with a significant portion of the route being

separated from the highway using a combination of bi-directional (two way along Thornton Road) and uni-directional (single way on Sunbridge Road) segregated cycle facilities. This provides safe, convenient and more attractive routes for cyclists to travel along between the west of Bradford and the city centre. Designated cycle crossings are also included in the scheme design at key junctions along the corridor.

- 3.36 The core aim of the scheme is to encourage cycling uptake and create a shift from the car resulting in a reduction to congestion levels, improvement in air quality, and providing better opportunity for sustainable travel options (walking, cycling, bus). This supports objectives of the TCF programme, the West Yorkshire Mayor's 'tackle climate emergency' pledge, and Inclusive Growth, 21st Century Transport, and Climate Emergency priorities of the Strategic Economic Framework (SEF).
- 3.37 Following the 2022 inflation review exercise, it was decided that given the available TCF budget, delivery of all four of Bradford's TCF schemes "in full" would not be possible. In response, Bradford Council has prioritised the Interchange and City Centre Walking & Cycling schemes to be delivered in full, both are integral to the Bradford UK City of Culture 2025 ambitions. As a result, the delivery of the WBCSE scheme and Park & Ride scheme will be phased.
- 3.38 Phase 1 of the WBCSE scheme comes forward with a cost of £12,064,636. This covers the capital costs for delivering the route from the City Centre up to Cemetery Road. Whilst the scheme costs include the cost of delivering cycle infrastructure at the Four Lane Ends junction, this part of the scheme will be delivered as part of the WY+TF Corridor Improvement Programme (CIP) Four Lane Ends scheme.
- 3.39 Delivery of Phase 2, Cemetery Road to Thornton Village, will be subject to future funding being identified with forecast costs currently at £14,675,000. Development costs of £1,064,793 are now requested to take the scheme to full business case stage. This will allow for design and development of the Phase 2 scheme so that it is ready to be taken forward should additional funding for the delivery of this aspect of the scheme be secured.
- 3.40 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs and Benefits

- 3.41 The scheme outputs for Phase 1 include:
- 2.5 kilometres of new cycle lanes
 - 9 improved crossings
 - 2 new formal cycle crossings
 - 6 junctions with improved cycle facilities
 - Increase the participation in cycling by 10%, by 2036
 - Encourage mode shift and a reduction of car trips by 10%, by 2036.

- Increase the number of people who are able to access Bradford City Centre using sustainable modes within 30mins by 25%, by 2025
- Contribute to Net Zero targets with a reduction in carbon output from travel along the corridor by 25%, by 2036
- Improve air quality along the Thornton Road corridor with a 10% reduction in NO₂ and PM₁₀ emissions, by 2036
- Reduce the number of accidents involving cyclists so that there are no KSIs (Killed or Seriously Injured), by 2030

3.42 The value for money assessment calculates a Benefit Cost Ratio (BCR) of 1.02:1 for Phase 1. This would class the scheme as Low value for money when assessed against the DfT's value for money criteria. It is noted that the low BCR is in part because of low cycle demand currently along the corridor which this scheme in addition to future behaviour change initiatives by the scheme promoter will look to address to increase the number of people choosing to cycle.

3.43 The scheme outputs for Phase 2 include:

- 3.5 kilometres of new cycle lanes
- 10 improved crossings
- 2 new formal cycle crossings
- 15 junctions with improved cycle facilities

3.44 The scheme benefits for both phases include:

- Increase the participation in cycling by 10%, by 2036
- Encourage mode shift and a reduction of car trips by 10%, by 2036.
- Increase the number of people who are able to access Bradford City Centre using sustainable modes within 30mins by 25%, by 2025
- Contribute to Net Zero targets with a reduction in carbon output from travel along the corridor by 25%, by 2036
- Improve air quality along the Thornton Road corridor with a 10% reduction in NO₂ and PM₁₀ emissions, by 2036
- Reduce the number of accidents involving cyclists so that there are no KSIs (Killed or Seriously Injured), by 2030.

3.45 The value for money assessment will be undertaken at FBC for Phase 2.

Tackling the Climate Emergency Implications

3.46 A Stage 2 Carbon Impact Assessment has been carried out for phase 1 of the WBCSE scheme.

3.47 The assessment indicates that an operational carbon benefit will be achieved as more people choose to walk or cycle which will reduce car kilometres and emissions. Including capital carbon emissions (i.e., construction impacts),

there is likely to be an overall carbon impact of +2,344 tonnes over a 40-year appraisal period.

Inclusive Growth Implications

3.48 The scheme inclusive growth implications include:

- Improved access and connectivity to sustainable travel options (cycle, walk, bus) for residents who experience high levels of income, health, and disability deprivation.
- As the population grows within Bradford it is considered a necessity for transport infrastructure in West Bradford to evolve so that growth is not constrained and is inclusive. This will give all communities equal opportunity to access education, employment, and housing.

Equality and Diversity Implications

3.49 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.

3.50 The assessment indicates positive impacts will be realised by the scheme with better safety and better access to walking and cycling, especially for children, older people, and users with limited mobility.

3.51 The requirement to relocate some bus stops along the route has been undertaken. It has concluded that the relocation distance will result in a neutral impact (slight increase for some whilst slight decrease for others), with no meaningful change to current users accessing these bus stops.

Consultation and Engagement

3.52 The promoter has undertaken two rounds of public consultation. The most recent consultation was undertaken between 30 August 2022 and 11 October 2022 and covered both phases of the scheme.

3.53 Engagement with key stakeholders has also been undertaken. This has included key politicians, educational organisations, accessibility groups, cycle groups, local businesses. Engagement with key stakeholders will continue throughout delivery of phase 1 and development of phase 2.

3.54 Details of the consultation and engagement undertaken can be found at [West Bradford - Cycle Superhighway Extension | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/your-voice).

Risks

3.55 The scheme risks include:

- Objection to Traffic Regulation Order's, which could impact delivery of the preferred scheme. This has been mitigated by holding an informal consultation with the public and key stakeholders, with further engagement to be carried out as appropriate following formal advertisement.

- Identification of further Statutory Utilities diversion requirements impacting costs and delivery. This has been mitigated by carrying out extensive ground penetration surveys, supported by trial holes to establish the location of services.

Costs

- 3.56 Indicative costs for full delivery of both phases is £26,739,636. This approval is approving the delivery of Phase 1 and development of Phase 2.
- 3.57 The total scheme cost for Phase 1 is £12,064,636 and will be fully funded by the Transforming Cities Fund (TCF).
- 3.58 The scheme cost at FBC reflects an increase of £2,924,636 from the OBC estimate. This is largely because of the market increase in the cost of materials and construction works. The increase is affordable to the TCF programme.
- 3.59 At OBC, the scheme secured approval of £2,618,000, taking the total approval to £4,082,000 from the TCF Fund. This has helped progress the scheme to FBC, funding business case development costs as well as enabling works (such as ground penetration surveys and trial holes to locate services).
- 3.60 The scheme now seeks approval of a further £7,982,636, taking the total approval to £12,064,636 to progress Phase 1 to activity 5 (delivery). This is subject to the scheme demonstrating the Final Contract Target Cost at Approval to Proceed (ATP).
- 3.61 The Combined Authority will need to enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £12,064,636 from the TCF Fund.
- 3.62 As part of this FBC submission, the scheme also seeks approval of £1,064,793 development costs to progress Phase 2 (West of Thornton Road/Cemetery Junction to the edge of Thornton Village) to FBC. It has been considered that approval is given subject to the scheme promoter presenting a Funding Strategy Paper to the TCF Project Board at a future date to give suitable certainty and assurance that funding will be in place to support delivery costs. Indicative costs for Phase 2 are £14,675,000.
- 3.63 The increase to the Phase 1 delivery costs and the inclusion of the Phase 2 development costs increase the Combined Authority's indicative approval presented at OBC approval from £9,140,000, by £3,989,429 to £13,129,429. This increase is to be funded from TCF Programme contingency funds.

Assurance Pathway and Approval Route

Phase 1

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Finance, Resources and Corporate Committee	02/11/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	08/11/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	25/06/2025

Phase 2

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Finance, Resources and Corporate Committee	02/11/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	30/08/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	29/05/2026

Other Key Timescales

- Phase 1 construction starts on site in April 2024
Phase 1 construction completes in May 2025

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

- 3.64 The full business case provides an updated position on the Phase 1 WBCSH scheme. It describes the design changes made in response to the consultation and engagement carried out with the public and key stakeholders, and following comments from Active Travel England on the design's compliance with the DfT's Local Transport Note 1/20 (LTN1/20).
- 3.65 The business case also provides the updated costs (affordable to the TCF programme) and delivery programme, as well as its latest value for money assessment, which calculates a Poor BCR in part because of the low current demand for cycling along the corridor.
- 3.66 As at OBC, it was confirmed that the scheme does not require Planning approval and has no further regulatory or statutory constraints other than securing TRO's, for which at FBC, further detail is now provided that an informal consultation on TRO's has been carried out, and further engagement will be maintained as applicable prior to the construction programme commencing.

Recommendations

- 3.67 The Finance, Resources and Corporate Committee, subject to the conditions set by the Programme Appraisal Team approves that:
- (i) The TCF West Bradford Cycle Superhighway (Phase 1) proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii) The TCF West Bradford Cycle Superhighway scheme (Phase 2) proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (iii) Approval to increase the Combined Authority's contribution by £3,989,429, from £9,140,000 to £13,129,429. This increase is to be funded from TCF Programme contingency funds. The total scheme costs are £26,739,636.
 - (iv) An approval to the Combined Authority contribution of £13,129,429 is given:
 - £12,064,636 to deliver the Phase 1 scheme. The total Phase 1 scheme value is £12,064,636
 - £1,064,793 to develop the Phase 2 scheme to full business case
 - (v) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £13,129,429. This will provide £12,064,363 for delivery of the Phase 1 scheme and £1,064,793 to develop the Phase 2 scheme to activity 4 (full business case).

- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Projects in Stage 3: Delivery and Evaluation

Project Title	Bus Service Improvement Plan (BSIP) – BSIP+ Protection and Restoration of Bus Services
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 5)

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

- 3.68 This scheme will be funded from funding provided by the Department for Transport (DfT) for the Bus Service Improvement Plan (BSIP) via the National Bus Strategy (NBS).
- 3.69 The National Bus Strategy (NBS) for England aims to resolve the failures of the bus industry country wide. The NBS required all local transport authorities to produce and submit a BSIP to government by October 2021 to be eligible for future funding support, including access to a dedicated BSIP funding stream (approx. £1.1 billion).
- 3.70 The BSIP funding allocation has a number of requirements from government:
- Conditional of submission and implementation of an Enhanced Partnership
 - Priorities for investment must be in relation to:
 - “ambitious and eye-catching initiatives that reduce and/or simplify fares, at pace” – specifically pilot reductions that start as soon as possible during 2022/23
 - “increased service frequencies and new/expanded routes” - including better evening and weekend services, new routes that serve identified priorities such as employment sites and services and new Demand Responsive Transport (and should not be used to support existing service levels and patterns)
 - A clear plan for on-going monitoring and evaluation of progress against the delivery commitments and report at least six monthly against the wider BSIP targets.

- 3.71 The DfT set out their expected key investment priorities of 'cheaper and simplified fares' and 'increased service frequencies and new/expanded routes'.
- 3.72 Other prioritised investments included improvements to network travel information, shared training for all customer facing staff, initiatives to support safer travel, and marketing and communications to promote and maximise the benefits / passenger uptake of the BSIP interventions.
- 3.73 The Combined Authority published its Bus Service Improvement Plan (BSIP) in October 2022. This set out a strategic vision and delivery priorities to transform the West Yorkshire bus system, including the ambition for a 'a radically enhanced, fully inclusive and more cohesive bus and public transport network which takes people where they need to go, when they need to go, and caters for the complexity of modern travel patterns.'
- 3.74 The Bus Service Improvement Plan (BSIP) programme gained decision point 2 (strategic outline case) approval from the Combined Authority in November 2022. This provided indicative approval to the Combined Authority of up to £69,974,070, with indicative allocations for Mayor's Fares; Enhanced Safer Travel Partnership; Business to Customer Sales and Marketing; Travel Plan Network Team, and development costs (totalling £33,974,070).

West Yorkshire BSIP

- 3.75 The West Yorkshire BSIP is a multi-year programme of interventions that will work to radically improve the region's bus system - in line with the vision of the National Bus Strategy - and support both an increase in bus patronage and customer satisfaction with their local services.
- 3.76 The programme specifically aims to deliver fare reductions, bus network enhancements and bus priority to significantly improve the experiences of bus users in West Yorkshire and reverse declining patronage.
- 3.77 The West Yorkshire BSIP set out a plan of interventions across five key delivery areas, which work towards:
- An enhanced, fully inclusive, and more cohesive bus network – which takes people where they need to go, when they need to go.
 - Clear and simple fares – to make paying for bus travel more affordable, easier, convenient, and flexible.
 - Improved, more inclusive customer service and support – so passengers have the tools to travel with confidence and help they need if their journey does not go to plan.
 - Priority for buses on our roads – so journeys by bus are quicker, with less time spent stuck in traffic, and are a viable alternative to the private car.
 - More green and better vehicles – to improve the onboard experience and make bus the sustainable choice for travel in West Yorkshire.

- 3.78 The BSIP programme comprises three themes, Clear and Simple Fares, New and Improved Services and Bus Priority and Safety, with ten interventions sitting below these themes.
- 3.79 The following BSIP Programme objectives have been identified to be achieved by 2025:
- 15% increase in bus patronage by 2025
 - 5% increase in weekday modal share of bus by 2025
 - Improve passenger satisfaction with value for money to 70%
 - Improve satisfaction with personal security whilst on the bus to 85%
 - Improved housing accessibility via the core bus network to 55%
- 3.80 Since publication of the BSIP in 2021, the West Yorkshire bus network, which is primarily run on a commercial basis by operators and supported with services contracted by the Combined Authority on non-profitable routes, has faced ongoing challenges which threaten the full realisation of the BSIP vision.
- 3.81 These challenges, primarily relate to suppressed patronage. The number of people travelling has never fully recovered from the impact of the Covid-19 lockdowns, and with many travel patterns permanently altered, patronage has recovered to around 85% of pre-pandemic levels. This has meant revenue has been affected and the commercial make-up of the network has been impacted.
- 3.82 As a result, there have been widespread negative commercial service changes, across all West Yorkshire districts. These changes have affected all parts of the network, including areas already underserved.

BSIP+ Funding

- 3.83 Through the period of the Covid-19 pandemic and beyond, the bus network has been financially supported by central Government, first by Covid Bus Service Support Grant (CBSSG) and then the Bus Recovery Grant (BRG). These short-term funding settlements have helped protect the network to some extent, but a review conducted by the Combined Authority and operators in 2022 found that up to 11% of the network (measured by mileage) was not generating sufficient revenue to continue to operate on a commercial basis when funding from government ended.
- 3.84 On 18 May 2023, the Government announced the replacement of the Bus Recovery Grant would be provided through a mechanism called BSIP+. The DfT has awarded £3,875,221 to the Combined Authority to protect some services this financial year, with further support of the equivalent value also expected in 2024/25, with the total support therefore expected to total £7,750,442.
- 3.85 The DfT have confirmed that this funding is additional to the Combined Authority's existing BSIP allocation of £69,974,070 and the terms of the existing Memorandum of Understanding in place also applies to this funding.

3.86 To note: Since preparing this proposal, Government has identified further BSIP funds through its Network North plans, indicating that WYCA will be in receipt of a further £13m in 2024/25.

Change Request

3.87 Addressing the instability of the West Yorkshire bus network is a key priority in providing a solid foundation to enhance the network as per the objectives of the BSIP. Approval is therefore requested to amend the scope of the BSIP programme to allow for additional BSIP+ funding to be utilised for restoring and stabilising the bus network from future cuts and to therefore prevent further losses to the existing standards of connectivity.

3.88 This will be achieved by introducing a new project within the BSIP programme, to be called 'BSIP+ - Protection and restoration of bus services' which will be funded by the additional BSIP+ funding. This project is intended to replace some of the network support elements initially envisaged to be delivered through Tranche 1 of the 'Bus Network Plan and Enhanced Bus Services'.

3.89 To protect connectivity for the bus passenger, the delivery of the new project has to be agile and responsive to the bus networks needs as challenges arise. Therefore, approval is sought to delegate approval of which bus routes are supported and the allocation of funding to each route to the Executive Director of Transport.

3.90 As the BSIP schemes are at various stages of delivery and internal assurance, and with the Combined Authority's BSIP programme not commencing until September 2022, it is now expected that the project delivery and spend will extend by a financial year into 2025/26. Therefore, an extension of the BSIP programme delivery timeline by one financial year to March 2026 at no additional cost is requested to ensure full delivery and prevent any adverse programmatic impact.

Outputs and Outcomes

3.91 The BSIP programme outputs include:

- Cheaper MCard Day Saver product - Reduce the price of the MCard Day Saver to £4.50 as the base fare.
- Cheaper operator single fares - Maximum single fare of £2.
- Comms and marketing plan - Comms and marketing plan detailing planned promotional activity.
- Marketing campaigns - Marketing campaigns to promote the fares activities.
- MCard Mobile App enhancement - Technological enhancement to the MCard Mobile app to facilitate free tickets.
- Travel Plan Network team - Expand capabilities of existing Travel Plan Network team.
- Bus Network Development Plan - Evolution and growth of the bus network through a network plan.

- New bus services - Implementation of the services derived from the plan.
- Superbus corridors - Higher frequency, lower fare services on corridors with bus priority measures.
- DRT service - A pilot of digitally enabled Demand Responsive Transport service.
- Mobility hubs - Improvements to public transport, active travel and car club provision at identified locations, alongside existing community facilities to create a local 'hub'.
- Bus & Urban Traffic Management Plan - Plan to address issues in relation to bus, urban traffic management and passenger information.
- Bus & Urban Traffic Management Interventions - Interventions to co-ordinate and link bus, urban traffic and passenger information.
- Police Community Support Officers Appointment of additional PCSO's.
- Internal capacity Supporting fare activities, network management and bus performance management.

3.92 The BSIP programme outcomes include:

- Increased bus patronage.
- Increased modal shift from bus to car.
- Improved customer satisfaction with bus services.
- Improved bus network accessibility to housing and employment opportunities.

3.93 The additional BSIP+ funding and the introduction of the additional BSIP project, 'BSIP+ - Protection and restoration of bus services', will increase the number of bus services able to be supported through the BSIP programme. It is however not possible at this stage to quantify how many services will be supported as spend will need to be invested as and when services require protecting.

3.94 At a BSIP programme level, this additional funding and project will deliver outputs that reinstate withdrawn services and/or restore reduced service levels. This will contribute to the following outcomes:

- Increased customer satisfaction with local bus services (out of 10).
- Weekday mode share on radial routes into district centres moved from car to bus.
- Improved service provision (bus miles) for those travelling in the early morning.
- Improved reliability.
- Improved housing accessibility via the core network.
- Improved employment accessibility via the core bus network.

- 3.95 A detailed value for money assessment has not yet been carried out for this funding allocation so the impact cannot be fully ascertained. Retrospective analysis on individual services is envisaged to be carried out in due course to inform future approvals. DfT have published a guidance document regarding Value for Money of Tendered Bus Services which could be utilised as part of the economic appraisal of this funding.

Tackling the Climate Emergency Implications

- 3.96 Climate and the environment are considered closely in the BSIP, through the cross-cutting theme of 'decarbonisation and integrated, sustainable travel', aligning with the Net Zero Strategy and West Yorkshire Climate and Environment Plan.
- 3.97 The Mayoral pledge of 'tackle the climate emergency and protect the environment' is also supported with the initiatives in the BSIP programme aiming to encourage more people to make sustainable travel choices and create modal shift away from the private car to bus, contributing to better air quality.
- 3.98 The BSIP programme will contribute to tackling the climate emergency by creating a modal shift to bus from the private car, reducing the region's carbon emissions. The interventions within the BSIP programme aim to create a better bus system, which is a competitive and viable choice for people to travel over the private car.
- 3.99 In aiming to make bus travel a more attractive transport mode through investing in bus services and increasing bus patronage, this additional funding allocation and new project seeks to contribute to tackling the climate emergency by creating a modal shift to bus from the private car, reducing the region's carbon emissions.

Inclusive Growth Implications

- 3.100 Interventions within the BSIP programme to make bus travel cheaper will support inclusive growth by enabling priority passenger groups such as young people, jobs seekers and people in education to more easily afford travel to education and employment opportunities. More deprived communities and those who are economically disadvantaged will benefit from reduced transport costs.
- 3.101 Initiatives in relation to providing new, integrated bus services aim to ensure the bus system provides a viable service for everyone, particularly for economically and socially deprived communities and connects more people to good, quality employment. This will be achieved by:
- ensuring more homes are in closer proximity to the core, high frequency network.
 - providing better consistency and regularity of service provision on non-core service to ensure the bus can still be relied on for travel.
 - exploring the provision of alternative models of service, such as demand responsive transport to provide connectivity where a traditional bus service may be less feasible.

- 3.102 The new project and additional funding will ensure stability of some services that are potentially at risk of being reduced and/or withdrawn, preventing those communities who particularly rely on bus services, especially those in areas of high deprivation, from losing connectivity and access to key destinations such as employment, education, health and leisure.
- 3.103 In some instances where service levels are restored, this will create a positive change to inclusive growth in the region as certain communities may regain access to locations of significance and enable a greater participation in society.

Equality and Diversity Implications

- 3.104 Investment in bus services will support the Combined Authority's aims to create a truly inclusive and accessible bus system by reducing the impact that cutting services has on particular demographics, such as women, who are more likely to use public transport, especially outside of traditional peak hour working patterns (which are a focus for reducing service levels).
- 3.105 Supporting this service provision outside of peak hours may also help people who travel at these times to feel more comfortable, safe and empowered to use public transport.
- 3.106 Mitigating the effects of taking funding out of the bus network will also ensure certain communities, such as those with higher deprivation, are not disproportionately impacted as it is proven that this demographic in particular has a greater reliance on bus services.
- 3.107 An Equality Impact Assessment has been undertaken and submitted in support of the BSIP Programme. Individual scheme specific EqIA's are to be produced which may identify further impacts for consideration in due course.

Consultation and Engagement

- 3.108 The Mayor's Big Bus Chat public engagement, conducted in summer 2022, found that only a quarter of bus users agreed that their local bus services are frequent enough to be convenient for travel. It also identified that the public's priority areas for investment included improving the frequency of existing daytime services, protecting current services at risk of being withdrawn and more evening services.
- 3.109 The Combined Authority has worked closely with partner councils to understand and consider their local priorities regarding funding investment. Bus operators have also been engaged through the West Yorkshire Bus Alliance and on an individual basis to consider how this programme may support the bus network.
- 3.110 On 18 September 2023, the Combined Authority launched its 12-week [Walk it, Ride it campaign](#). This work supports the Combined Authority's Connectivity Plan to increase the number of walking, cycling and public transport journeys.
- 3.111 Walk it, Ride it is a multi-modal, integrated behaviour change campaign highlighting more sustainable and affordable transport options including using

the bus, walking and cycling. Two further iterations of the campaign are planned for 2024 and 2025.

Risks

3.112 The key risks to delivery of this funding, plus associated mitigations are as follows:

- Due to the amount of time and capacity required to manage the BSIP+ funding alongside existing workloads and ensure it is delivered quickly there is a risk that there are delays to delivery. This will be mitigated by working with the Transport Services teams to identify a programme of delivery which considers existing priorities as well as capacity to deliver on BSIP+ and utilising new network planning resource to support urgent and immediate work.
- Due to the amount of time and capacity required to manage the BSIP+ funding there is a risk that there are negative impacts and delays to delivery in other areas of the wider BSIP programme. This will be mitigated by creating a BSIP delivery programme which identifies timescales and resource to understand where existing capacity can be directed to ensure continued delivery.

Costs

3.113 The additional BSIP+ funding of £7,750,442 will increase the total scheme costs from £69,974,070 to £77,724,512.

3.114 The Combined Authority's contribution is £77,724,512 from the BSIP Revenue Fund.

3.115 At decision point 1 (strategic assessment) for the BSIP programme £1,000,000 of development costs were approved to develop the strategic outline case (SOC).

3.116 At decision point 2 (strategic outline case) for the BSIP programme approval was given for £16,823,176, bringing the total BSIP approval to £17,823,176. This comprised of the following:

- £2,430,000 for BSIP development costs
- £11,893,176 for delivery of the Mayor's Fares scheme, from its launch on 4 September 2022 through to May 2023
- £1,000,000 for the Business to Customer Sales and Marketing, including behaviour change (under the Clear and Simple Fares theme)
- £500,000 for the Travel Plan Network team (under the Clear and Simple Fares theme)
- £1,000,000 for the Enhanced Safer Travel Partnership scheme (under the Supporting Bus Priority & Safety theme)

3.117 An additional £11,728,590 of delivery funds were approved by a change request to the Transport committee for the Mayor's Fares scheme.

- 3.118 At decision point 2 (strategic outline case) the Bus Network Plan and Enhanced Bus Services project £7,998,434 of delivery funding was approved.
- 3.119 This approval will result in the approval of £7,750,442 of delivery funds for the new BSIP scheme, 'BSIP+ - Protection and restoration of bus services'.
- 3.120 The Combined Authority will provide funding to bus operators for the BSIP+ - Protection and restoration of bus services project by using existing compensation arrangements. The amount of funding allocated to each bus operator will be delegated to the Executive Director of Transport. New contracts or amendments to existing contracts with bus operators, where applicable, will be created to ensure the appropriate administering of funding, in line with existing corporate processes for tendering bus services.
- 3.121 The extension to the BSIP delivery timeframe by one year to March 2026 will change the funding profile for the scheme. The change to the funding profile is shown below.

Financial Year	Existing (£)	New (£)
2022/23 (BSIP)	14,104,814	10,356,302
2023/24 (BSIP)	27,929,628	22,932,879
2023/24 (BSIP+)	0	3,875,221
2024/25 (BSIP)	27,939,628	22,393,056
2024/25 (BSIP+)	0	3,875,221
2025/26 (BSIP)	0	14,291,833
Total	69,974,070	77,724,512

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 2)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Finance, Resources and Corporate Committee	02/11/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2026

Other Key Timescales

- Procurement of consultancy support to assist with economic analysis and appraisal of proposed bus routes to be delivered through BSIP+ is envisaged to conclude by mid-Autumn 2023.

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

- 3.122 The overarching strategic importance of the scheme's potential is recognised in that it can improve the accessibility and connectivity of public bus services to employment, education and social value opportunities. The scheme can 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.
- 3.123 The provision of additional funding which can be used to support struggling services will support the overall aims and objectives of the BSIP programme and the Network Enhancements scheme in particular. The extension to the timescales of the programme (subject to DfT approval) will further support the full delivery of the programme.
- 3.124 There are concerns around the organisation and resourcing of this new project in an overall programme that would appear to be under resource pressures. It is also uncertain as to what routes will be supported, how much this will cost, what the economic benefit and value for money of the scheme will be. There are also still queries and conditions remaining to be resolved from both the BSIP programme SOC and the BSIP Network Enhancements SOC.

Recommendations

- 3.125 The Finance, Resources and Corporate Committee, subject to the conditions set by the Programme Appraisal Team approves:
- (i) The change request for:
- The Bus Service Improvement Plan (BSIP), approval to accept the additional funding and increase the indicative costs by up to £7,750,442, to £77,724,512 and to extend the BSIP programme delivery date by one year to March 2026
 - An additional BSIP scheme, to be called 'BSIP+ - Protection and Restoration of Bus Services' is included within the BSIP programme, to be funded by the additional Combined Authority contribution of £7,750,442 and that this proceeds through decision point 2 (strategic outline case) and into delivery.

- (ii) The Combined Authority provides funding to bus operators for the 'BSIP+ - Protection and Restoration of Bus Services' scheme by using existing compensation arrangements. The bus routes to be supported and the amount of funding allocated to each bus operator is delegated to the Executive Director of Transport.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

4. Tackling the Climate Emergency implications

- 4.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

5. Inclusive Growth implications

- 5.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

6. Equality and Diversity implications

- 6.1 Equality Impact Assessments (EqIA) have been undertaken on all projects included in this report as part of their business case development.

7. Financial implications

- 7.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

8. Legal implications

- 8.1 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.

9. Staffing implications

- 9.1 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 scheme in this report.

10. External consultees

- 10.1 Where applicable scheme promoters have been consulted on the content of this report.

11. Recommendations (Summary)

CRSTS - MCard Mobile App Enhancements

- 11.1 The Finance, Resources and Corporate Committee, approves that, subject to the discharge of conditions:

- (i) The CRSTS – MCard Mobile App Enhancements scheme proceeds through decision point 2 - 4 (business justification case) to activity 5 (delivery).
- (ii) Approval to the Combined Authority costs of up to £525,000 is given. The total scheme cost is £525,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

West Bradford – Cycle Superhighway Extension

11.2 The Finance, Resources and Corporate Committee, subject to the conditions set by the Programme Appraisal Team approves that:

- (i) The TCF West Bradford Cycle Superhighway (Phase 1) proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) The TCF West Bradford Cycle Superhighway scheme (Phase 2) proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (iii) Approval to increase the Combined Authority's contribution by £3,989,429, from £9,140,000 to £13,129,429. This increase is to be funded from TCF Programme contingency funds. The total scheme costs are £26,739,636.
- (iv) An approval to the Combined Authority contribution of £13,129,429 is given:
 - £12,064,636 to deliver the Phase 1 scheme. The total Phase 1 scheme value is £12,064,636
 - £1,064,793 to develop the Phase 2 scheme to full business case
- (v) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £13,129,429. This will provide £12,064,363 for delivery of the Phase 1 scheme and £1,064,793 to develop the Phase 2 scheme to activity 4 (full business case).
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Bus Service Improvement Plan (BSIP) – BSIP+ Protection and Restoration of Bus Services

11.3 The Finance, Resources and Corporate Committee, subject to the conditions set by the Programme Appraisal Team approves:

(i) The change request for:

- The Bus Service Improvement Plan (BSIP), approval to accept the additional funding and increase the indicative costs by up to £7,750,442, to £77,724,512 and to extend the BSIP programme delivery date by one year to March 2026
- An additional BSIP scheme, to be called ‘BSIP+ - Protection and Restoration of Bus Services’ is included within the BSIP programme, to be funded by the additional Combined Authority contribution of £7,750,442 and that this proceeds through decision point 2 (strategic outline case) and into delivery.

(ii) The Combined Authority provides funding to bus operators for the ‘BSIP+ - Protection and Restoration of Bus Services’ scheme by using existing compensation arrangements. The bus routes to be supported and the amount of funding allocated to each bus operator is delegated to the Executive Director of Transport.

(iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

12. Background Documents

12.1 None as part of this report.

13. Appendices

Appendix 1 – MCard Mobile App Enhancements – Business Case Summary

Appendix 2 – West Bradford – Cycle Superhighway Extension – Business Case Summary