

## **Apply to the levelling up fund round 2**

### **Section 1: Introduction questions**

**Check your answers for this section**

**What is the legal name of the lead applicant organisation?**

West Yorkshire Combined Authority

**Where is your bid being delivered?**

England

**Select your local authority**

West Yorkshire Mayoral Combined Authority

**Enter the name of your bid**

West Yorkshire Levelling Up - Bus Enhancement Package

**Does your bid contain any projects previously submitted in round 1?**

No

**Bid manager contact details**

**Full name**

[REDACTED]

**Position**

Policy Officer

**Telephone number**

0113 251 7225

**Email address**

[REDACTED]@westyorks-ca.gov.uk

**Postal address**

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Leeds

West Yorkshire

LS2 2DE

**Senior Responsible Officer contact details**

**Full name**

Liz Hunter

**Position**

Interim Director of Policy and Development

**Telephone number**

[REDACTED]

**Email address**

[liz.hunter@westyorks-ca.gov.uk](mailto:liz.hunter@westyorks-ca.gov.uk)

**Chief Finance Officer contact details**

**Full name**

Angela Taylor

**Telephone number**

[REDACTED]

**Email address**

[angela.taylor@westyorks-ca.gov.uk](mailto:angela.taylor@westyorks-ca.gov.uk)

**Local Authority Leader contact details**

**Full name**

Mayor Tracy Brabin

**Position**

Mayor of West Yorkshire

**Telephone number**

[REDACTED]

**Email address**

[mayoral.enquiries@westyorks-ca.gov.uk](mailto:mayoral.enquiries@westyorks-ca.gov.uk)

**Enter the name of any consultancy companies involved in the preparation of the bid**

Jacobs

**Enter the total grant requested from the Levelling Up Fund**

£41248832

**Investment themes**

**Regeneration and town centre**

0%

**Cultural**

0%

**Transport**

100%

**Section 2: Eligibility and gateway criteria**

**Which bid allowance are you using?**

Transport allowance

**Is your bid at least 90% investment in the transport theme with the remaining percentage invested in transport related activity?**

Yes

**How many component projects are there in your bid?**

3

**Do you have the support of all the authorities with the relevant statutory responsibility before proceeding?**

Yes

File upload 1

Upload pro forma 1

All Signed Proforma 1.pdf

**Are you submitting a joint bid?**

No

**Are you submitting a large transport bid?**

Yes

**Grant value declaration**

**I confirm that the bid does not exceed £50 million grant value**

Tick to confirm

**I confirm that at least 90% of the investment is in the transport theme and that the remaining investment is related to the transport project**

Tick to confirm

**Gateway criteria: costings, planning and defrayment**

**I confirm that some LUF grant funding will be defrayed in the 2022/23 financial year**

Tick to confirm

## **Costings and Planning Workbook**

LUF\_Package\_Bid\_Costings\_Planning\_Workbook\_FINAL FOR SUBMISSION

(1).xlsx

## **Section 3: Bid Summary**

### **Provide bid name**

West Yorkshire Levelling Up - Bus Enhancement Package

### **Provide a short description of your bid**

A transport infrastructure package delivering bus priority improvements at key locations on our highways network, safety and accessibility enhancements for bus users at bus stops and bus stations, and improved walking and cycling routes and highways improvements to improve journey times for all road users.

The package will remove barriers to travel in West Yorkshire, improving connectivity and accessibility to opportunities in terms of jobs and training for residents, particularly in areas of deprivation and for communities with limited or no access to car.

The aims of the package and expected benefits are:

- To support inclusivity by connecting a greater number of people to jobs and training, allowing more people to contribute to economic growth across West Yorkshire
- To reduce barriers to sustainable travel, enabling more people to travel by bus and active modes who may not have alternatives or would otherwise drive
- To reduce congestion, improve local air quality, reduce road user conflicts and improve perceptions of safety and crime

### **Provide a more detailed overview of your bid proposal**

All three schemes within this package contribute to a central aim - to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes.

The evidence from the draft West Yorkshire Connectivity Infrastructure Plan (2021) shows that the cities and large towns of the region can offer a range of employment opportunities, and a wide pool of skilled workers. Unfortunately, not all our communities benefit from these opportunities.

Within West Yorkshire the spatial patterns and levels of deprivation have not changed between 2004 and 2019. Areas of persistent deprivation have not improved. Income has an important influence on deprivation levels. Tackling deprivation requires good jobs, accessible to all and public transport is crucial to so many people's independence and ability to work and access training opportunities. West Yorkshire's public transport system already supports high volumes of movement but lacks the priority highways infrastructure to deliver competitive

journey times and reliability. The number of trips made by car has been steadily increasing in recent years, and data indicates that congestion on locally managed roads is already above average for England in Yorkshire and Humber and is worsening, exacerbating our public transport reliability issues. Congested streets with high traffic volumes also limit the attractiveness of walking and cycling journeys due to safety concerns, air pollution, and the severance caused by heavy motor traffic.

Bus users need to rely on buses turning up and running on time, but analysis of delay confirms that buses across the region have consistently underperformed against targets. Traffic congestion is a significant factor in bus reliability together with operational resilience.

The schemes within the package combine to deliver inclusive growth and target those most disadvantaged by our current car-dominated transport system. The schemes are geographically dispersed but collectively contribute towards the integrity of the network.

The package also has wider benefits, contributing to a greater uptake of walking and cycling, reducing localised congestion, delivering health benefits and resulting in a cleaner, greener environment for residents of West Yorkshire.

There are three schemes within the package:

- A West Yorkshire bus journey improvement scheme - improving the efficiency, safety, and accessibility of our core bus network and enabling safer and more accessible end-to-end journeys. This will deliver safety and accessibility improvements for passengers from the beginning to the end of their journeys to and from jobs, training and other destinations, by upgrading our bus stations and stops on key routes to reduce barriers to access the bus network. Passenger journeys by bus will be further improved by tackling key points of delay to services along these key routes, reducing journey times and improving bus service punctuality and reliability where bus operators have identified significant problems.

These improvements will be delivered at 14 bus stations and over 1,000 bus stops across the region. Additionally, there are 16 sites with highway or junction improvements for buses where bus operators have identified issues, to improve bus journey times and reliability for bus services across the region.

- Targeted journey improvements on two key corridors in the region. These corridors serve communities which are within areas of deprivation, have high levels of unemployment and poor access to private vehicles. The improvements on the corridors will reduce bus journey times into two of our urban centres, alongside safer walking and cycling routes, and congestion reduction measures. These improvements will complement the improvements to bus stops and stations delivered through the Bus Journey Improvement scheme on the corridors or through other investments. The two corridors are:

- A639 Park Road, Pontefract

Delivering bus priority at traffic signals at key junctions; improvements to A639 Park Road to reduce delay for buses and general traffic, and improve the walking and cycling environment; improvements to the Retail Park/Racecourse roundabout to improve access for pedestrians and cyclists across the A639; and an improved cycle route between the town centre and junction 32 retail park.

- A629 corridor in north Halifax, from Ogden to Orange Street roundabout

Delivering bus priority at traffic signals; other junction improvements benefitting buses and general traffic; pedestrian improvements at Orange Street roundabout and a quiet cycle route as alternative to the A629.

### **Provide a short description of the area where the investment will take place**

The area of investment is across the entire West Yorkshire region. The three schemes within the package deliver improvements to transport for residents within West Yorkshire in Bradford, Leeds, Wakefield, Kirklees and Calderdale districts.

Locations are described below and are shown in the uploaded map (Appendix 1).

#### **1. A639, Park Road, Pontefract (Wakefield district)**

The A639 plays a vital role in providing a reliable and seamless route for all transport users to move around the town, and forms part of the DfT Major Road Network (MRN), the TfN MRN and the West Yorkshire Key Route Network (KRN).

It supports a number of bus services and school bus services. The A639 improvement scheme in Pontefract and Castleford, the Five Towns area of Wakefield Metropolitan Borough Council, includes a proposed suite of interventions to the A639 Park Road corridor between Stuart Road in Pontefract and Junction 32 of the M62.

The area is characterised by high levels of deprivation, residents with poor health and high levels of severance, including severance caused the motorway and railway networks which cross the corridor and constrain opportunities for improving connectivity between Pontefract and Castleford.

The LUF investment would be delivered in an area to the North West of Pontefract town centre. Investment will support sustainable transport access to development sites in the area, which is characterised by strong future development potential, with several sites adjacent to or directly supported by the scheme including:

- Former Prince of Wales Colliery - housing site allocated for 150 homes;
- Carr Wood Road Industrial Estate - 16.5ha employment zone;
- Former Glasshoughton Colliery - 24ha strategic employment zone; and
- Tanshelf Industrial Estate - 6.4ha Special Policy Area allocated for mixed use regeneration.

These development sites and the area served by the corridor and bus services travelling through are within one of the region's identified Spatial Priority Areas, which represent the largest or most strategic growth opportunities within our city region (the Five Towns Investment location for regeneration)

## 2. A629(N) - Ogden to Orange Street Roundabout, Halifax, Calderdale

The A629 corridor links major housing areas in North Halifax to significant employment sites including Holmfield, Dean Clough, Halifax, Calderdale Royal Hospital and Lowfields Business Park. Halifax town centre is designated as one of the LCR's Local Economic Partnership Spatial Priority Areas where investment will be prioritised to maximise the economic, housing and regeneration growth within the Region.

The corridor forms the routes of bus services serving the communities of central Halifax and North Halifax, including both high frequency services (4 buses per hour frequency) and a range of lower frequency services that provide vital links to communities in north Halifax.

The LUF investment would be delivered to an area north of Halifax within the Calderdale area covering Ovenden, Illingworth and Mixenden and Town wards. The scheme would deliver benefits to an area of approximately 2.5km along the length of the A629. It will help improve sustainable access to new development sites close to the corridor and within Halifax town centre, which is one of the region's Spatial Priority Areas, which represent the largest or most strategic growth opportunities within our city region.

The area is characterised by high levels of poverty, high unemployment, low car ownership and low levels of level 4 qualifications.

## 3. Bus Journey Improvement scheme - including safety, accessibility and environmental improvements

This scheme will improve infrastructure in one location that will benefit both residents local to the improvement and those living further away - for example, a bus stop at the origin of a journey for one person is also a bus stop at a destination for someone else. This scheme includes improvements that increase the attractiveness of travel by bus through safety and accessibility enhancements at 14 bus stations and over 1,000 bus stops across the five districts. Additionally, there are 16 sites with highway or junction improvements for buses which are operator backed to improve bus journey times and reliability for bus services across the region. Measures delivered through these work packages are shown as 3.1 to 3.20 on the map.

### **Optional Map Upload**

[1. Overview\\_WY.pdf](#)

### **Does your bid include any transport projects?**

Yes

### **Provide a short description of the transport project**



There are three schemes within the package. These are shown on the uploaded map.

- A West Yorkshire bus journey improvement scheme - improving the efficiency, safety, and accessibility of our core bus network and enabling safer and more accessible end-to-end journeys.

This will deliver safety and accessibility improvements for passengers from the beginning to the end of their journeys to and from jobs, training and other destinations, by upgrading our bus stations and stops on key routes to reduce barriers to access the bus network. Passenger journeys by bus will be further improved by tackling key points of delay to services along these key routes, reducing journey times and improving bus service punctuality and reliability where bus operators have identified significant problems.

These improvements will be delivered at 14 bus stations and over 1,000 bus stops across the region. Additionally, there are 16 sites with highway or junction improvements for buses where bus operators have identified issues, to improve bus journey times and reliability for bus services across the region.

- Targeted journey improvements on two key corridors in the region. These corridors serve communities which are within areas of deprivation, have high levels of unemployment and poor access to private vehicles. The improvements on the corridors will reduce bus journey times into two of our urban centres, alongside safer walking and cycling routes, and congestion reduction measures. These improvements will complement the improvements to bus stops and stations delivered through the Bus Journey Improvement scheme on the corridors or through other investments. The two corridors are:

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- A629 corridor in north Halifax, from Ogden to Orange Street roundabout.

Delivering bus priority at traffic signals; other junction improvements benefitting buses and general traffic; pedestrian improvements at Orange Street roundabout and a quiet cycle route as alternative to the A629.

### **Provide location information**

Location 1

#### **Enter location postcode**

HX3 6TG

#### **Enter location grid reference**

408637 426394

**Percentage of bid invested at the location**

18%

**Optional GIS file upload for the location**

**Location 2**

**Enter location postcode**

WF84QD

**Enter location grid reference**

444650 422863

**Percentage of bid invested at the location**

28%

**Optional GIS file upload for the location**

**Location 3**

**Enter location postcode**

BD15AN

**Enter location grid reference**

416513 432662

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 4**

**Enter location postcode**

LS2 ?HU

**Enter location grid reference**

430661 433539

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 5**

**Enter location postcode**

B019 5DL

**Enter location grid reference**

419141 425151

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 6**

**Enter location postcode**

WF17 5LT

**Enter location grid reference**

424303 424435

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 7**

**Enter location postcode**

WF10 1EN

**Enter location grid reference**

442471 425571

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 8**

**Enter location postcode**

WF8 1EZ

**Enter location grid reference**

445722 422080

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 9**

**Enter location postcode**

B0213PY

**Enter location grid reference**

406152 441187

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 10**

**Enter location postcode**

WF5 9BT

**Enter location grid reference**

427907 420582

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 11**

**Enter location postcode**

LS28 7UA

**Enter location grid reference**

422247 433326

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 12**

**Enter location postcode**

LS29 8HB

**Enter location grid reference**

411788 447626

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 13**

**Enter location postcode**

HD61AQ

**Enter location grid reference**

414528 422896

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 14**

**Enter location postcode**

OL14 5DJ

**Enter location grid reference**

393696 424330

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 15**

**Enter location postcode**

WF9 2HX

**Enter location grid reference**

447292 411051

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 16**

**Enter location postcode**

WF9 4LD

**Enter location grid reference**

442908 413156

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 17**

**Enter location postcode**

WF8 2JL

**Enter location grid reference**

446243 422301

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 18**

**Enter location postcode**

WF2 ?BN

**Enter location grid reference**

432342 418126

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

Location 19

**Enter location postcode**

WF2 8PL

**Enter location grid reference**

432788 419340

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 20**

**Enter location postcode**

WF9 4LB

**Enter location grid reference**

442944 412925

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 21**

**Enter location postcode**

LS1 4JF

**Enter location grid reference**

429704 433401

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 22**

**Enter location postcode**

LS25 1AA

**Enter location grid reference**

440392 433312

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 23**

**Enter location postcode**

LS18 4DY

**Enter location grid reference**

423038 437658

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 24**

**Enter location postcode**

LS19 6HQ

**Enter location grid reference**

420834 439679

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 25**

**Enter location postcode**



LS18 5PL

**Enter location grid reference**

424169 438960

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 26**

**Enter location postcode**

LS9 ?SY

**Enter location grid reference**

431355 433948

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 27**

**Enter location postcode**

LS25 1LN

**Enter location grid reference**

440040 432380

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 28**

**Enter location postcode**

LS29 60G

**Enter location grid reference**

417892 443320

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 29**

**Enter location postcode**

B03 8LJ

**Enter location grid reference**

418601 433014

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 30**

**Enter location postcode**

B089NA

**Enter location grid reference**

414283 433675

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 31**

**Enter location postcode**

BD50NB

**Enter location grid reference**

415648 431921

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Location 32**

**Enter location postcode**

802 4SS

**Enter location grid reference**

417898 435740

**Percentage of bid invested at the location**

54%

**Optional GIS file upload for the location**

**Select the constituencies covered in the bid**

**Constituency 1**

**Constituency name**

Normanton, Pontefract and Castleford

**Estimate the percentage of the bid invested in this constituency**

33%

**Constituency 2**

**Constituency name**

Halifax

**Estimate the percentage of the bid invested in this constituency**

19%

**Constituency 3**

**Constituency name**

Bradford West

**Estimate the percentage of the bid invested in this constituency**

3%

#### **Constituency 4**

##### **Constituency name**

Leeds Central

##### **Estimate the percentage of the bid invested in this constituency**

8%

#### **Constituency 5**

##### **Constituency name**

Batley and Spen

##### **Estimate the percentage of the bid invested in this constituency**

5%

#### **Constituency 6**

##### **Constituency name**

Keighley

##### **Estimate the percentage of the bid invested in this constituency**

5%

#### **Constituency 7**

##### **Constituency name**

Wakefield

##### **Estimate the percentage of the bid invested in this constituency**

3%

#### **Constituency 8**

##### **Constituency name**

Pudsey

##### **Estimate the percentage of the bid invested in this constituency**

2%

**Constituency 9****Constituency name**

Calder Valley

**Estimate the percentage of the bid invested in this constituency**

3%

**Constituency 10****Constituency name**

Hemsworth

**Estimate the percentage of the bid invested in this constituency**

3%

**Constituency 11****Constituency name**

Elmet and Rothwell

**Estimate the percentage of the bid invested in this constituency**

2%

**Constituency 12****Constituency name**

Bradford East

**Estimate the percentage of the bid invested in this constituency**

5%

**Constituency 13****Constituency name**

Bradford South

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 14**

**Constituency name**

Caine Valley

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 15**

**Constituency name**

Dewsbury

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 16**

**Constituency name**

Huddersfield

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 17**

**Constituency name**

Leeds East

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 18**

**Constituency name**

Leeds North East

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 19****Constituency name**

Leeds North West

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 20****Constituency name**

Leeds West

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 21****Constituency name**

Morley and Outwood

**Estimate the percentage of the bid invested in this constituency**

1%

**Constituency 22****Constituency name**

Shipley

**Estimate the percentage of the bid invested in this constituency**

1%

**Select the local authorities covered in the bid****Local Authority 1****Local authority name**

Bradford

**Estimate the percentage of the bid invested in this local authority**

14%

## **Local Authority 2**

**Local authority name**

Leeds

**Estimate the percentage of the bid invested in this local authority**

13%

## **Local Authority 3**

**Local authority name**

Wakefield

**Estimate the percentage of the bid invested in this local authority**

40%

## **Local Authority 4**

**Local authority name**

Calderdale

**Estimate the percentage of the bid invested in this local authority**

25%

## **Local Authority 5**

**Local authority name**

Kirklees

**Estimate the percentage of the bid invested in this local authority**

8%

**Sub-categories that are relevant to your investment**

**Select one or more transport sub-categories that are relevant to your investment**

Active Travel

Buses

Local Road



**Provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome**

None

**Provide VAT number if applicable to your organisation**

397282059

#### **Section 4: Equalities**

Bidders are invited to outline how their bid will promote good community relations, help reduce disparities amongst different groups, or strengthen integration across the local community

West Yorkshire has a disproportionately high share of poverty and deprivation: 22% of local areas are in the most deprived 10% in England. Average life expectancy is below the national average and varies widely among localities and social groups. Incomes are lower than elsewhere in the country, growth in living standards has stalled and stubborn deprivation persists. Between 2015 and 2019, Bradford, Kirklees and Leeds contributed the largest increase in the number of neighbourhoods that now fall into the most deprived areas in England. By better linking people to job and further education opportunities, as well as public services such as hospitals, libraries and leisure centres, the improvements to public transport connectivity delivered through this bid will help counter social exclusion/promote social inclusion and strengthen integration across local communities, as well as supporting levelling up in our region by raising connectivity and access to opportunities in communities experiencing greatest deprivation, to the standards of the rest of the region.

The main beneficiaries and stakeholders of the bid are residents of West Yorkshire, and all those who either travel frequently or occasionally, as well as those who benefit from or rely on transport of other people (e.g. people providing care). Businesses and other organisations and employers will also benefit from the bid, alongside transport operators and service providers. The improvements at the bus stations and bus stops delivered through this bid have a specific value in reducing disparities amongst different groups as they look to improve perceptions of crime and improve the safety for all bus users and attract people to use buses in West Yorkshire.

#### **Section 5: Subsidy control and state aid analysis**

**Is the support provided by a 'public authority' and does the support constitute a financial {or in kind} contribution such as a grant, loan or guarantee?**

No

**Does the support measure confer an economic advantage on one or more economic actors?**

No

**Provide further information supporting your answer**

The West Yorkshire Combined Authority has sought Legal Advice that provides it is satisfied that there will be "no 'potential' to cause a distortion in or harm to competition, trade, or investment".

The Legal Office is satisfied that "Subsidy will not apply in this matter"

**Is the support measure specific insofar as it benefits, as a matter of law or fact, certain economic actors over others in relation to the production of certain goods or services?**

No

**Provide further information supporting your answer**

The West Yorkshire Combined Authority has sought Legal Advice that provides it is satisfied that there will be "no 'potential' to cause a distortion in or harm to competition, trade, or investment".

The Legal Office is satisfied that "Subsidy will not apply in this matter"

**Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment?**

No

**Provide further information supporting your answer**

The West Yorkshire Combined Authority has sought Legal Advice that provides it is satisfied that there will be "no 'potential' to cause a distortion in or harm to competition, trade, or investment".

The Legal Office is satisfied that "Subsidy will not apply in this matter"

**Will you be disbursing the funds as a potential subsidy to third parties?**

No

## **Section 6: Strategic Fit**

**Has an MP given formal priority support for this bid?**

Yes

**Full name of MP**

Naz Shah

**MP's constituency**

Bradford West

Upload pro forma 6

### 1\_LUF Round 2 Proformas V6.1 Proforma 6 with MP support.pdf

Describe what engagement you have undertaken with local relevant stakeholders. How has this informed your bid and what support do you have from them?

NOTE: an MP Formal Support Proforma from Holly Lynch MP (Halifax) is attached as additional appendices. Although this Proforma refers to Calderdale Council who are a delivery partner for this West Yorkshire Combined Authority bid, the proforma relates to this Combined Authority bid rather than any other bid submitted by Calderdale Council.

Stakeholder engagement has been undertaken in various forms for the different schemes within the package. As key local stakeholders, West Yorkshire MPs have provided letters of support for this bid and these are attached in the additional appendices.

With regards individual schemes in the package:

As significant infrastructure proposals, extensive engagement and consultation has already taken place on both the A639 Park Road and A629 (N) Corridor Improvement schemes.

Initial engagement was undertaken for both schemes in 2020 through workshops with key stakeholders, attended by local authority officers, bus operators and cycling forum members. These workshops provided stakeholders with background to the Combined Authority's approach to corridors, enabled discussion around the key transport issues on the corridor and identification of options to tackle the identified challenges.

Consultation processes for both schemes were managed by the dedicated Combined Authority's consultation and engagement team and hosted on Your Voice (<https://www.yourvoice.westyorks-ca.gov.uk/>), our digital engagement hub. A mixed methodology was used including surveys and virtual webinars. There was extensive promotion via leaflets, press and social media.

#### A639 Park Road

The outcomes of the initial engagement workshop for this scheme included the identification of 16 options for the long list, which were developed further to identify a series of options to be consulted on as part of public consultation, to support development of the Outline Business Case. Public consultation was undertaken for four weeks in August 2021 to gather feedback on the shortlisted options.

Relevant parties were asked to provide feedback on the proposed plans and options via an online survey, which was hosted on a dedicated page on Your Voice (<https://www.yourvoice.westyorks-ca.gov.uk/a639>) and promoted on a range of channels including social media, a press release, and emails to key stakeholders.

Due to restrictions imposed by the COVID-19 pandemic at the time, in person drop-in sessions could not be organised, but virtual drop-ins were offered to people with accessibility needs.

The key stakeholders consulted as part of the public consultation period included a transport campaign group (Action for Yorkshire Transport), local landowners (Pontefract Racecourse), the key bus operator in the area (Arriva) and active travel representatives (Sustrans), alongside Pontefract Civic Society. 417 surveys were also completed during the public consultation, and just over three quarters of respondents (77%) were in agreement that investment is needed to improve transport infrastructure in this area.

The proposals regarding facilities for walking and cycling were well received - for example, 83% fully or partially supporting the safe walking and cycling route identified within the options.

Views on changes to one of the main roundabouts on the corridor, and proposed bus priority measures, were more mixed; with full or partial support for 2 of the options offered by around 40% of respondents. See response in 4.2.2 below for more details.

Overall agreement with the proposals stood at 54% agreement, with 35% disagreement and 11% neutral sentiment.

Feedback from stakeholder engagement and public has shaped the preferred option and informed the design, including changes to proposed cycling provision and identified the most effective approach to providing bus services with journey time improvements.

### A629(N)

Consultation on the preferred and more ambitious options developed through the initial workshops was undertaken in June and July 2021, including development briefings with all relevant Ward Councillors who have been broadly supportive of the scheme. The public consultation was supported by a dedicated page on Your Voice (<https://www.yourvoice.westyorks-ca.gov.uk/a629n>), alongside social media campaigns, press releases and media coverage, stakeholder briefing sessions, letter drops and direct correspondence with key stakeholders. The results of the consultation have informed detailed plans and concept designs.

In addition to the consultation and engagement specific to this scheme, consultation undertaken in relation to a related scheme suggested an option of a quiet cycling and walking route alternative to the main highways route, which has now been reflected in the A629 North scheme's scope, to be delivered through this bid.

This range of engagement and consultation activities has helped to shape this corridor package and confirm the case for elements of the scheme, with positive attitudes expressed towards the interventions at Wrigley Hill, Shay Lane and Orange Street Roundabout due to the perceived safety benefits. The proposed cycle provision reflects the most popular option presented as part of the engagement. Some scheme options received less support and are not being taken forward.

## Bus Journey Improvement scheme

A range of market research and engagement activities have been undertaken in recent years to understand the barriers and challenges facing bus passengers in the region, and the improvements they want to see made. Our Bus Service Improvement Plan details some of these activities, including a Mayoral stakeholder roundtable, consultation on our Police and Crime Plan including a call for evidence to improve safety for women and girls across the region, and our consultation on our Connectivity Infrastructure Plan in 2021. These engagements have highlighted the impact of poor quality, inaccessible and unsafe bus station and stop facilities on bus passengers and have informed our proposals to invest in improvements across the region, and the results of this have helped to underline the importance of delivering the improvements proposed in this bid.

Significant engagement has been undertaken for a number of recent schemes with regard accessibility in relation to Bus Station and Bus Shelter wayfinding, specifically in relation to tactile signage. Consultations and engagement with groups representing the visually impaired and enhanced dialogues have been undertaken with visually impaired passengers, facilitated by the groups that represent them. These engagements have been undertaken for the Safety, Accessibility and Environment Programme, Halifax Bus Station Project, Leeds City Bus Station Project and have or will be undertaken for the Dewsbury and Huddersfield Bus Station Projects, and have helped us understand the needs of disabled passengers which have informed the measures proposed in this scheme. We expect to get further insight into our residents' views on bus services and areas for improvement through the Mayor's planned Big Bus Chat which commenced in July 2022, which we will use to further inform our plans. Stakeholder support for the bus hotspot schemes through letters of support from Bus Operators can be found in Appendix 18.

### **Has your proposal faced any opposition?**

None of the schemes in the package have encountered any major sources of opposition arising from engagement and consultation to date. Engagement on the A629 (N) and A639 Park Road Corridor Improvement schemes did raise a range of views and on balance most of the proposed interventions were viewed positively by a majority of respondents.

Themes raised in engagement included:

- Proposals to improve safety for pedestrians, cyclists and other active travel users were generally well received and favoured by the majority of respondents.
- Some concerns about the potential impact on motorists of some measures and questions on potential uptake of cycling
- Some concerns about the impact to traffic flow and congestion as a result of some proposed measures e.g. introductions of bus lanes and changes to junctions. As a result of concerns raised, changes were made to scheme proposals where this would improve the scheme whilst reflecting the issues raised in consultation.

For example, as a result of consultation on the A639 Park Road scheme, the preferred option was amended to deliver improvements to a roundabout rather than replacement.

As part of further scheme development, the Combined Authority and its partner local authorities will continue to liaise with stakeholders including bus operators, local elected members, walking and cycling groups as the Corridor Improvement schemes develop further, through established channels.

**Do you have statutory responsibility for the delivery of all aspects of the bid?**

No

**Which parts of the project do you not have statutory responsibility for?**

No - all works on the public highway (including the two corridor schemes and elements of the bus journey improvement scheme) will be delivered by our local authority partners who are the statutory highways authorities for their area. Confirmation by West Yorkshire local authorities that for these works is provided by West Yorkshire local authorities in in their signed Proforma 1.

**Who is the relevant responsible authority?**

West Yorkshire local authorities (for highways works)

**Support/consent of the relevant responsible authority**

**Do you have the support/consent of the relevant responsible authority?**

Yes

**Proforma upload (if required)**

[All Signed Proforma 1.pdf](#)

**Provide evidence of the local challenges / barriers to growth and context that the bid is seeking to respond to**

Note: Maps and Figures are provided in Appendix 5 which should be read alongside this response.

West Yorkshire Context

The West Yorkshire economy is falling short of its potential. Not all parts of the region have benefitted from economic growth in the past and there is a risk that they will fall further behind as the country emerges from the Covid-19 pandemic.

Productivity is below national levels in all parts of the region. Levels of productivity are increasing in West Yorkshire but not quickly enough to close the gap with national performance (Figure 1). West Yorkshire's economic output (GVA) grew at a similar rate to the UK average but the relative position on GVA per head did not improve (Figure 2). The productivity issues in West Yorkshire need to be addressed to support living standards being raised in the region.

Despite improvements in qualification levels generally for West Yorkshire, there remains a gap between local and national skill levels, particularly for higher level skills. The proportion of people qualified at level 4 or above is some 5% behind the average for England (Figure 3). Businesses in the region are characterised by relatively low levels of businesses investment in R&D and innovation activity. All local authorities in West Yorkshire except Leeds have a relatively low proportion of people in jobs that offer quality work. Challenges remain around strengthening the demand-side of the local economy to increase the supply of available job opportunities and addressing potential barriers to participation in the labour market. While planned investment across programmes will help to level-up West Yorkshire in a UK context, it is important we also level-up within our region. At a regional level, people's access to job and training opportunities depends on a number of factors, including physical ability, the range of transport options, travel time, connected services and affordability. Areas of high employment density attract large volumes of commuting trips. In West Yorkshire, the locations with the highest employment density are in central and east Leeds, around Normanton in Wakefield and central Halifax (see Figure 4).

In addition, as areas of high economic activity, they also attract journeys made by people who are accessing retail, service and leisure activities and other essential services, such as local government services and hospitals. For such high-volume flows to be made sustainably and efficiently, public transport needs to be an attractive alternative to car, whilst also providing connectivity to job opportunities and access to services for those without access to a car.

#### Transport related challenges

West Yorkshire has had a long-term decline in bus journeys per head of population against national levels. This has been exacerbated by the COVID-19 crisis in the last two years (see Figure 5). When presented against other combined authority areas, West Yorkshire currently has the lowest level of bus passenger journeys per head (Figure 6).

The level of bus service provision is fragmented across the region's five district areas which results in and unequal outcomes for the region's residents and presents a challenge to the network's ability to provide a cohesive, integrated way to travel across West Yorkshire. In many cases, it is areas of high deprivation - particularly those outside our major urban centres including Southeast Wakefield and parts of Calderdale - that are most poorly served the existing network.

The number of trips made by car has been steadily increasing in recent years, and data indicates that congestion on our locally-managed roads is already above average for England in Yorkshire and Humber and is worsening, exacerbating our public transport journey time and reliability issues, and making it harder to operate an effective and comprehensive bus network. Congested streets also limited the attractiveness of walking and cycling journeys due to safety concerns, air pollution, and the severance caused by heavy motor traffic.

The West Yorkshire Combined Authority are currently progressing delivery of its Bus Service Improvement Plan (BSIP) and Enhanced Partnership Plan to enhance the bus services in West Yorkshire and get more people to use buses. Early indications are that people are slowly returning to bus following the COVID-19 pandemic. However, the bus offer in West Yorkshire needs additional support to position bus as an attractive alternative to car and support the vision of the BSIP and Enhanced Partnership Plan. Bus services still need further priority and congestion relief to deliver competitive journey times, and there are still barriers surrounding the safety and accessibility for users, preventing the network being available and easy to use by all.

### **Package Context**

Customers need to rely on buses turning up and running on time to give them confidence in using the bus network but also, to enhance opportunities to reach jobs and training in all parts of the region by bus. Our analysis of local real time information confirms that buses across the region have consistently underperformed against targets. The 2019 Transport Focus Bus User Survey showed that 19% of West Yorkshire respondents were dissatisfied with punctuality, with 15% dissatisfied with their wait time. Traffic congestion is a significant factor in bus reliability together with operational resilience.

Figure 7 based on Traffic Master data demonstrates that significant sections of the road network in West Yorkshire have very high levels of congestion and these are broadly aligned to levels of bus accessibility from main centres and typically matches with the areas of the region characterised by low levels of car ownership and high levels of deprivation (Figures 8 and 9 respectively).

Furthermore, research shows that across West Yorkshire districts there is variability in the standard and design of bus priority measures and enforcement which is adding to poor outcomes for bus customers.

Prioritising measures to support speed, punctuality, and reliability of buses would encourage the uptake of buses and position bus as a real competitor to car. This is of particular benefit for many areas across the region where residents do not have access to private vehicles.

All elements proposed in this LUF2 scheme deliver complementary improvements to West Yorkshire's Bus Service Improvement Plan:

- Bus hotspot improvements have operator support and will make a positive contribution to improving journey times. The hotspots also will make positive contributions to localised air quality issues by improving congestion, augmenting the benefits to the work on the Bradford Clean Air Zone for example.
- Bus priority improvement at signals and other measures to reduce congestion will improve bus travel times and improve reliability during periods of congestion.
- Bus station improvements and bus stop enhancements will improve the attractiveness and usability of the bus network. They will also reduce barriers to travel, by reducing the perception of crime and feelings of safety. Collectively, the



package will help to deliver better connected communities across the region. They are particularly focused on areas that would benefit from opportunities to enhance accessibility to jobs and training. However, they also benefit anyone who uses them from wherever they reside in the region. Moreover, the package is delivering change on the core bus network (4 buses per hour (bph) or better) but also the strategic and secondary commercial network (fewer than 4bph) and therefore reaching a very large section of West Yorkshire residents (See Figure 10).

A high proportion of areas in West Yorkshire fall within the poorest levels of the domain of health as measure by the Indices of Deprivation are identified as having the poorest levels of health domain for health (Figure 11). The package proposed by this bid goes beyond enhancing the attractiveness of the bus offer. All schemes within the package support other issues within West Yorkshire such as localised congestion and resulting poor air quality and the corridor aspects look to improve highway safety and the uptake of active modes which contributes positively to the health of local communities. The package contributes to the wider missions of levelling up, beyond just the economic facets.

### **Explain why Government investment is needed (what is the market failure)**

The Strategic Economic Framework (SEF) for West Yorkshire has a clear vision for West Yorkshire to be: "Recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world class infrastructure."

The West Yorkshire economy is falling short of its potential. Not all parts of the region have benefitted from economic growth in the past and there is a risk that they will fall further behind as the country emerges from the Covid-19 pandemic. Our economy does not currently benefit everybody in the region, and it does not contribute as much to the rest of the country as it could. In relative terms West Yorkshire and the rest of the North of England have been in economic decline, demonstrated by lower levels of employment, output per worker, qualifications, and household income.

Productivity is below national levels in all parts of the region, and the gap to national performance is not closing. Despite improvements there remains a gap between local and national skill levels, particularly for higher level skills.

Businesses in the region are characterised by relatively low levels of businesses investment in R&D and innovation activity. Congestion and capacity constraints on the transport network risk obstructing future economic growth. All of this has severely limited improvement in living standards, reflected in the fact that West Yorkshire has some of the highest areas of deprivation in the country: 22% of residents live in the most deprived neighbourhoods, 24% of local jobs pay less than the Living Wage Foundation's Living Wage Rate and life expectancy in our region is significantly lower than the England average.

Enabling inclusive growth is essential not just for West Yorkshire to level up nationally, but to reduce inequalities within. The Strategic Economic Framework identifies five significant challenges and priorities for action to ensure that West Yorkshire can realise the economic vision for the region. One of these is the need for a 21st century transport network with efficient infrastructure that connects our communities, making it easier to get to work, do business and connect with each other. The transport network is under increasing pressure and investment has not kept pace with economic and population growth. Although there is a focus on improving the position of bus in West Yorkshire through the BSIP and Enhanced Partnership Plan, further interventions are necessary.

Efficient transport infrastructure would enhance connections for our communities, making it easier to get to work, do business and connect with each other. The measures within the package will collectively contribute to giving all residents access to improved bus facilities and bus journeys and to enhance confidence in travel by bus, walking and cycling. Improved transport infrastructure which reduces congestion, improves accessibility and removes barriers to travel contributes to providing opportunities for everyone and supporting levelling up across the region and working towards the economic vision for West Yorkshire.

### **Explain what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers**

The proposed package will deliver three schemes

- a West Yorkshire bus journey improvement scheme;
- Targeted journey improvements on two key corridors in the region

All three schemes within this package contribute to a central aim - to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes. The package looks to contribute positively to closing the productivity gap in West Yorkshire against national levels and also will contribute to themes Levelling Up Agenda.

An options appraisal report (OAR) has been developed to assess the options considered in order to develop the package. The detailed OAR is included as Appendix 6 and summarised below.

A robust methodology has been applied to the development of the Combined Authority's LUF 2 bid and proposed package, closely following the Department for Transport's Transport Appraisal Process. By adopting the steps set out in the DfT's methodology, the Combined Authority can demonstrate that a best practice, data driven approach has been followed.

## Current Situation (policy and strategy alignment)

In accordance with the first step of the Transport Appraisal Process guidance for option development, 'current policies' for spatial planning and transport in the area have been identified. This first stage entailed reviewing all policies and strategies at a national, pan northern, regional, and local level to ensure that any options developed later in the process aligned with the aims of these as well as the aims of the Levelling Up objectives.

## Current Situation

The gathering of evidence to set out the existing socio-economic and transport situation in West Yorkshire.

## Future Transport Problems

After establishing the current situation across West Yorkshire, the next stage of the process was to identify potential future travel demands within the region. This stage mainly focussed upon modal shift targets set out in the Connectivity Infrastructure Plan and Carbon Emissions Reduction Pathway work. This review was supplemented with data from each of the five districts local plans, showing where future housing and employment allocation sites are located and informing where future demand might be expected on the transport network.

## The Need for Intervention

Through review of the current and future situation for West Yorkshire, it was possible to establish the need for intervention.

## Setting Intervention Specific Objectives

Following the data gathering exercises and the policy review it was possible to establish three key objectives for the LUF2 bid. The objectives provided a backbone to the remainder of the sifting process of the OAR.

## Defining the Geographical Area of the Impact

As a West Yorkshire wide, Combined Authority led bid, the geography of the interventions looked to provide as much improvement as possible across the region. Each individual district within West Yorkshire are allowed to bid for their own priorities, providing the Combined Authority an opportunity to ensure wider cross boundary connectivity rather than focussing on individual links.

## Option Generation and Establishing the Long List

Key members of the Combined Authority and District Partners were involved in establishing a long-list of potential options to bring through into the LUF2 bid.

## Initial Sifting and Assessment.

A high-level, qualitative approach was taken to assess schemes on the long-list against the requirements and outlook of the LUF2 bid guidance which were aligned

within the five cases of a business case and set against the objectives established for the bid.

Schemes that strongly met the required criteria were shortlisted for a further, more quantitative appraisal (see OAR document for more detail).

### Detailed Assessment.

A more detailed, in-depth review of the shortlisted schemes was undertaken. This involved contacting each of the scheme promoters and asking them to provide further information on the schemes to be run through the quantified appraisal. The first element of the assessment included a review against Critical Success Factors built about the requirements of the bid. Schemes which passed this review were then assessed against a number of more detailed factors. The strongest scoring schemes after this exercise were entered into the LUF2 package for submission in the bid.

Please refer to the Option Appraisal Report for more detail.

### **Upload Option Assessment report (optional)**

[LUF 2 - OAR.pdf](#)

### **How will you deliver the outputs and confirm how results are likely to flow from the interventions?**

Each of the component projects within the package will deliver a range of Levelling Up Fund outputs, reflecting the nature of the interventions and the inputs required to deliver each project.

A separate Theory of Change model (attached) has been developed in accordance with the guidance, which sets out how specific LUF outputs as defined in the Technical Note Annex B (Intervention Framework) are delivered by the projects and scheme inputs, resulting in a range of outcomes and impacts. A simplified version of the model is provided.

All projects will be delivered by the West Yorkshire Combined Authority and District Partners.

#### Project 1 - Bus journey improvements:

This project will undertake a range of activities related to bus journey improvements. This work leads to the outputs relating to bus hotspot, bus station and bus stop improvements.

The medium to long-term outcomes will include:

- Increased take up of public transport resulting from improved quality and efficiency of bus transport options.
- Reduced travel time to nearest significant urban by reducing congestion and encouraging mode shift to private vehicles to public transport.

- Reduced crime levels and reduced fear of crime through enhancements around bus infrastructure including street lighting and roadside landscaping.

### Project 2 - A629 (North) improvements & Project 3 - A639 Park Road Improvements.

These projects consist of road improvement activities that include high quality cycle routes, pedestrian and cycle crossings, and improved footways, footpaths and cycleways.

The medium to long-term outcomes will include:

- Increased take up of walking, cycling and using public transport by increasing the range of transport options and increasing the availability of high quality cycling and walking routes.
- Reduced road traffic accidents resulting from traffic calming and speed reduction measures and behavioural deterrents.
- Modal shift and reduced emissions resulting from a greater range of transport options and a shift from private vehicles to walking and cycling.
- Increase physical activity levels from a shift from private vehicles to walking and cycling.

### **Theory of change upload (optional)**

[WYCA LUF Toe .pdf](#)

### **Explain how the component projects in your package bid are aligned with each other and represent a coherent set of interventions**

At a regional level, people's access to opportunity depends on a number of factors, including physical ability, the range of transport options, travel time, connected services and affordability.

The package bid proposes a West Yorkshire bus journey improvement scheme - improving the efficiency, safety, and accessibility of our core bus network and enabling safer and more accessible end-to-end journeys. This will be complemented by targeted interventions on two key corridors where there is a particular need to address issues affecting bus services and improve connectivity from communities experiencing deprivation.

All three schemes within this package contribute to a central aim - to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey

times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes.

The package also has wider benefits, contributing to a greater uptake of walking and cycling, reducing localised congestion, delivering health benefits and resulting in a cleaner, greener environment for residents of West Yorkshire.

## **Set out how other public and private funding will be leveraged as part of the intervention**

This application seeks to maximise investment by accompanying Levelling Up Funding with local funds, including West Yorkshire gainshare investment funding, which is devolved funding available to the Combined Authority as a Mayoral Combined Authority, for investment across our investment and policy areas. We will also continue to invest funding from our West Yorkshire-plus Transport Fund programme, which has helped develop some of the schemes in this package to support Levelling Up Funding sought in this bid.

Details of match funding are provided in the Costs and Planning Workbook.

## **Explain how your bid aligns to and supports relevant local strategies and local objectives for investment, improving infrastructure and levelling up**

### Mayor of West Yorkshire's Pledges

In May 2021, Tracy Brabin was elected as Mayor of West Yorkshire to support the Combined Authority in making the region a better place to live, work, visit and do business. The Mayor has set out ten pledges, including a number that this proposed LUF 2 package of schemes will help deliver:

- Create 1,000 well-paid, skilled jobs for young people.
- Prioritise skills and training to ensure everyone in West Yorkshire has the skills they need to secure work.
- Support local businesses and be a champion for our regional economy.
- Tackle the climate emergency and protect our environment.

The LUF 2 bid package will deliver on these pledges by improving access to West Yorkshire's transport network, generating jobs, and enhancing access to opportunities in the region by sustainable modes of transport.

### West Yorkshire Strategic Economic Framework

The West Yorkshire Strategic Economic Framework (SEF) sets out the ambition and key priorities investment and decision making for the region which are:

- Boosting productivity: helping businesses to grow and invest in the region and their workforce, to drive economic growth, increase innovation, and create jobs
- Enabling inclusive growth: enabling as many people as possible to contribute to, and benefit from, economic growth in our communities, towns, and cities
- Tackling the climate emergency: growing our economy while cutting emissions and caring for our environment
- Delivering 21st century transport: creating efficient transport infrastructure to connect our communities, making it easier to get to work, do business and connect with each other

- Securing money and powers: empowering the region by negotiating a devolution deal and successfully bidding for substantial additional funds

The LUF 2 bid package schemes will contribute to these priorities by providing more accessible, efficient, and sustainable transport options in the West Yorkshire region.

### West Yorkshire Transport Strategy (WYTS) 2040

The WYTS is the statutory Local Transport Plan and was adopted in 2017. It aims to deliver 'a transport system that supports good growth, serving the needs of business and people, enhancing prosperity, health and wellbeing for people and places across West Yorkshire'.

Specific objectives include:

- Reducing congestion and improving connectivity
- Positively impacting the built and natural environment and increasing resilience against climate change
- Encouraging walking and cycling, including a target for 300% more trips to be made by cycle by 2027

Transport Strategy 2040 ambitions and policies are framed within six core themes:

- Inclusive growth, environment, health and wellbeing
- Road network
- Places to live and work
- One system public transport
- Smart futures
- Asset management and resilience

The LUF 2 bid package will support this strategy and its core themes by delivering transport improvements along key routes and in areas of concern for congestion to make sustainable travel in the region easier and more reliable.

### West Yorkshire Connectivity Infrastructure Plan

The draft Connectivity Infrastructure Plan, published for consultation in 2021, provides spatial detail to support the Local Transport Plan, and sets out a vision for connectivity in West Yorkshire. The Plan aims to ensure that everyone in the region has access to convenient, sustainable transport. Connectivity priorities for the region include prioritising active and public transport, developing a new mass transit system and encouraging transition to electric vehicles. The improvements made to public and active routes as a result of the LUF 2 bid package will complement the Connectivity Infrastructure Plan.

### West Yorkshire Bus Service Improvement Plan (BSIP)

The region's BSIP establishes a vision for better buses in West Yorkshire, developed in response to the National Bus Strategy published by the government in 2021, to shift journeys back towards public transport and away from private cars.

The WY BSIP aims to deliver the following priorities:

- An enhanced and more cohesive bus network
- Clear and simple fares
- Improved, more inclusive customer service and support
- Priority for buses on our roads
- More green and better vehicles

The LUF 2 bid package will complement West Yorkshire's BSIP by implementing bus priority measures on key routes and making journey time improvements in locations prone to delay, making bus travel a more attractive transport mode in the region.

#### West Yorkshire Climate Emergency Declaration and Climate and Environment Plan

West Yorkshire Combined Authority declared a climate emergency in 2019, setting a target of becoming a net-zero carbon organisation by 2038. This target is being delivered through a Climate and Environment Plan, adopted in 2021. The LUF 2 bid package will complement this commitment by improving the viability of sustainable modes like bus and active travel through journey time and infrastructure improvements, reducing the modal share of private vehicles.

The Climate and Environment Plan outlines numerous activities and objectives across multiple themes - one of which is transport. The most relevant activities within the Transport section are:

- Accelerating substantial investment in sustainable transport infrastructure, for example bus corridors, priority, and facilities; rail infrastructure; strategic Park and Ride; highways investment addressing road space reallocation for walking, cycling and public transport.
- Accelerating substantial investment in walking and cycling interventions with a focus on places and neighbourhoods and access to the public transport network.
- Ensure road space reallocation forms part of bus reform (TR06) activities with the Bus Service Improvement Plan including better bus priority measures and integration across public and active travel modes.

The LUF 2 package will support this plan through provision of bus priority measures, safer active travel routes and more reliable bus services, as this will encourage modal shift away from unsustainable private vehicle journeys, reducing emissions and contributing to West Yorkshire's climate emergency response.

#### West Yorkshire Low Emission Strategy

This strategy was developed to reduce emissions in the region, particularly emissions from transport. Strategy goals include accelerating uptake of electric and



alternative fuel vehicles across all vehicle types, improving cycling and walking provision and improving public transport services. The LUF 2 package will help to promote cleaner transport and better transport choices, helping to improve air quality in West Yorkshire.

### West Yorkshire Walking and Cycling Strategy

The Combined Authority is developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for each of the five partner council districts in West Yorkshire. The approach follows government guidance, and builds on work to identify networks for walking and cycling already carried out by partners in the region. The LUF 2 package will complement these plans by providing safer walking and cycling routes along two key corridors in West Yorkshire, aiding the development of a wider network of active travel routes that connect people and places.

### Transport for the North Decarbonisation Strategy

In the UK, surface transport is the largest contributing sector to greenhouse gas emissions. Additionally, transport emissions have grown overall since 2013, despite modest falls in the last couple of years. This strategy sets out four different scenarios, from 'Just About Managing', to 'Urban Zero Carbon' and how policy should respond based on these trajectories of emissions. A key component of achieving the best-case scenario trajectory, or Urban Zero Carbon, is how policy influences the day to day choices of individuals. Demand management is a crucial element of this: disincentivising car use and avoiding travel, as well as providing sustainable options for sustainable choices, will help to achieve this. The package will help present bus travel as a viable, appealing alternative, to reduce dependence on the private car, and reduce road-based emissions.

### Partners Local plans

#### Calderdale Local Plan

Calderdale Local Plan (still under development) sets out the basis for which all development will be assessed up to 2032. Principles guiding the Local Plan include protecting the natural environment, delivering sustainable development, adapting to climate change, maintaining a healthy economy, and effectively managing transport.

New residential and employment developments set out in the new draft Local Plan for Calderdale district are forecast to increase demand on transport infrastructure in north Halifax. This bid package will support the Local Plan through the planned corridor improvements on the A629 enhancing bus and active travel modes from

North of Halifax into the town centre and its economic and social opportunities. This would support land allocated by the Calderdale Local Plan for approximately 12,600 residential units and over 97 hectares of employment land across Calderdale, as well as the development and regeneration coming forward as part of the Halifax Town Centre Delivery Plan.

#### Wakefield Local Plan (2009-2026)

This Local Plan strives to place the principles of sustainable development at the heart of land use decisions in the district. One particularly pertinent objective of the plan is:

- To make it easier to travel around the district and the wider Leeds City Region and to access local services and amenities using sustainable transport modes (walking, cycling and public transport), by increasing transport choice and improving public transport accessibility, particularly in the South East of the district.

The Local Plan identifies significant development sites in the area, and the bid package and in particular the A639 Park Road scheme will support these. The improvements on the corridor delivered by the A639 Park Road scheme are identified in the Local Plan's Infrastructure Delivery Plan (IDP), and this scheme is primarily intended to support developments in and north of Pontefract and in Glasshoughton, including the housing allocation at the Former Prince of Wales Colliery, the Former Glasshoughton Colliery strategic employment site, and Tanshelf Industrial Estate Special Policy Area.

The scheme also provides a key element of realising the draft Wakefield Local Plan growth ambitions. As identified in the Strategic Case, the scheme will deliver on part of the Local Plan's Strategic Leisure Corridor network by providing cycling facilities through Pontefract Park between Glasshoughton and Pontefract Tanshelf stations. The scheme will also support the Pontefract Masterplan ambition to reconnect the market town's centre with its communities by providing a segregated cycling route along the A639 to Princes Drive and reducing severance at the Park Lane junction,

The LUF 2 bid package can aid the achievement of this objective through improved access and infrastructure for active and public modes, including on the A639 corridor, making it easier to travel around Wakefield district sustainably.

#### Bradford Clean Air Plan

Policy document which sets out provisions for establishing a Clean Air Zone (CAZ) in Bradford. The CAZ will include the area of central Bradford bounded by the Inner Ring Road (A6177) as well as Shipley and the Bradford-Shipley Corridor (A650). The LUF 2 package of schemes aligns with this policy given that three of the four bus hotspots in Bradford district are located on the A6177 Ring Road, and therefore are within the Clean Air Zone's boundaries. Furthermore, Bradford Interchange (one of the bus stations included in the LUF 2 package) also lies within the CAZ.

#### **Explain how the bid aligns to and supports the UK Government policy objectives**

##### National Bus Strategy (Department for Transport, 2021)

The aim of this strategy is to make buses more frequent, more reliable, easier to understand and use, better co-ordinated, and cheaper. As of December 2021, all Local Transport Authorities (LTAs) had submitted their Bus Service Improvement Plans (BSIPs) to DfT. These plans are the initial steps towards delivering full integrated, quality bus services. LTAs which also wish to pursue franchising may do so - but they should commit to implementing Enhanced Partnerships in the

meantime until the franchising process, which can be lengthy, is complete. To benefit from the funding in this strategy, LTAs in such places will be expected to implement ambitious Bus Service Improvement Plans, as has been developed in West Yorkshire. The schemes in the LUF 2 bid package will contribute to this by improving bus journey times through identifying and tackling key points of delay to services, as well as bus priority provision.

#### Decarbonising Transport: A Better, Greener Britain (Department for Transport, 2021)

This document sets out commitments to decarbonise all forms of transport. Although the aims centre around cleaner fuels of all vehicles, there is also a commitment to increasing walking and cycling and improve public transport as a way to decarbonise the transport sector as a whole and reduce emissions from transport. The LUF 2 bid package will support this ambition by improving infrastructure for public transport vehicles, including bus priority measures, along with increased and better provision for walking and cycling.

#### The Inclusive Transport Strategy (Department for Transport, 2018)

This strategy sets out the Government's plans to make the transport system more inclusive, and to make travel easier for disabled people. While it is focused on the inclusion of disabled people, many of the improvements will benefit all users of the transport network. The needs of disabled people have been considered within the schemes included in the LUF 2 bid package through proposed accessibility improvements on the core bus network and cycling and walking routes.

#### Net Zero Strategy: Build Back Greener (Department for Business, Energy and Industrial Strategy, 2021)

A national policy which includes decarbonisation pathways to net zero by 2050. There are 16 transport specific key commitments set out in the strategy to support the decarbonisation target, including increase the share of journeys taken by public transport, cycling and walking. The LUF 2 bid package which will support the government's net zero commitment by maximising demand and mode share for public transport and overcoming barriers to walking and cycling through better routes and networks. The LUF 2 bid aims to meet net zero carbon targets as set out by West Yorkshire which aims to achieve this by 2038, ahead of the target in the Net Zero Strategy.

#### Gear Change (Department for Transport, 2020)

Gear Change is a Department for Transport policy document that sets out the government's strategy to increase walking and cycling. The document presents a vision for active modes to make up half of all journeys in towns and cities by 2030. Proposed actions include improving infrastructure and increasing connectivity with other modes, which the schemes within the LUF 2 bid package will provide.

#### Clean Growth Strategy (Department for Business, Energy & Industrial Strategy, 2017)

The Clean Growth Strategy aims to accelerate the pace of clean growth, delivering increased economic growth and decreased emissions. Key policies in the strategy focus on accelerating clean growth, improving efficiency of businesses and industry, accelerating shift to low carbon transport and enhancing natural resources. The strategy includes commitment to £1.2 billion spending on walking and cycling through the Cycling and Walking Investment Strategy. This strategy emphasises the importance of focusing upon public and active travel modes, which is a key element to interventions within the LUF 2 bid package, which aim to enhance access and connections via these modes.

#### Second Walking and Cycling Investment Strategy (Department for Transport, 2022)

The strategy aims to encourage walking and cycling as the 'natural choice for shorter journeys'. The strategy seeks to increase cycling and walking levels through infrastructure investment and safety improvements, which the LUF 2 bid package schemes will provide.

#### Clean Air Strategy (Department for Environment, Food and Rural Affairs, 2019)

This strategy outlines the actions required across government and society to improve air quality. The strategy sets out how the nation's health and environment will be protected; how clean growth and innovation will be achieved and how emissions from transport will be reduced. The LUF 2 bid package will work towards this by encouraging uptake of cleaner transport modes through safety and efficiency improvements to key active and public transport corridors.

#### National Infrastructure Strategy (HM Treasury, 2020)

This strategy seeks to address inequality between different parts of the UK by investing in necessary infrastructure. The strategy aims to boost productivity and growth across the UK, reduce carbon emissions to meet net zero commitments, support private investment in infrastructure and accelerate the delivery of projects. The LUF 2 bid package will aid the attainment of this goal through reducing travel time delays and congestion with infrastructure provision, particularly for bus journeys, which will boost productivity and limit emission contributions from transport.

#### UK Industrial Strategy (Department for Business, Energy and Industrial Strategy, 2017)

The UK Industrial Strategy is formed around five 'foundations of productivity': ideas, people, infrastructure, business environment, and places. This strategy aims to put the UK at the forefront of the data revolution, maximise advantages of global shift to clean growth, become a leader in shaping future mobility and meet the needs of an ageing society through innovation. Improved journey times and accessibility to the transport network as a result of the LUF 2 bid package will aid this strategy's attainment by increasing productivity.

#### National Planning Policy Framework (NPPF)(Ministry of Housing, Communities and Local Government, 2021)

The NPPF sets out the Government's planning policies for England, with the underlying presumption in favour of sustainable development. The framework states that developments should aim to be sustainable through location consideration, reducing the need to travel and offering genuine mode choice. The LUF 2 bid package complements this framework by encouraging uptake of sustainable transport through better infrastructure provision and journey time improvements for active and public modes.

#### Transport Investment Strategy (Department for Transport, 2017)

The Transport Investment Strategy seeks to create a more reliable, less congested, better connected transport network to support a stronger economy, enhance Britain's competitiveness and support new housing. The strategy places an emphasis upon schemes that tackle clearly defined problems or unlock particular opportunities. This is particularly relevant to the LUF 2 bid package interventions as they aim to tackle congestion and improve journey times in locations identified to experience significant delays.

### **Alignment and support for existing investments**

#### **Where applicable explain how the bid complements or aligns to and supports existing and/or planned investments in the same locality**

The three schemes included in the West Yorkshire Levelling Up - Bus Enhancement package are not dependant on other projects or funding streams. However, the package does align with and complement a number of other delivery programmes in the region. A map showing how proposed LUF funding will complement existing investment in delivery is provided in Appendix 8.

#### Bus Service Improvement Plan (BSIP)

This package directly supports the delivery of our BSIP including, most directly, a pipeline of capital funded highway infrastructure projects to support better, more reliable journey times and priority at junctions for buses, as well as bus journey improvement scheme. Improvements to stops and waiting facilities and enhanced accessibility at public transport facilities (including bus stations) will help to improve the passenger experience which is a key objective of the BSIP.

Improving the efficiency of the bus network and making it easier for a customer to use the bus are central to the Enhanced Partnership. The capital investments made through this package will support the delivery of the Enhanced Partnership with bus operators.

#### West Yorkshire Plus Transport Fund (WY+TF)

The Fund is targeted at enabling key development areas and will help to create around 20,000 new jobs over the next 10 years.

The Corridor Improvement Programme (CIP) is part of this fund and delivers highway interventions on strategic highway corridors to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.

CIP Phase 2 seeks to enhance public transport and active travel infrastructure through delivering bus priority lanes and signals, improved public transport facilities, the provision of shared and segregated cycling lanes, and better walking and crossing points for pedestrians. CIP phase 2 has supported the two Corridor Improvement schemes in the West Yorkshire Levelling Up - Bus Enhancement package with the funding needed to develop these schemes to Outline Business Case stage and work up deliverable schemes, which Levelling Up Funding would now enable to be delivered. As a result, this package will expand the reach of our CIP2 programme by delivering improvements facilities in other priority areas outside of the scope of the programme.

The two targeted corridor schemes within this package will support other investment delivered through the West Yorkshire-plus Transport Fund and other programmes, such as the Halifax Town Centre and Halifax Bus Station improvements which link to the A629 North corridor scheme.

#### Transforming Cities Fund (TCF) and LTP IT block programmes

Providing an accessible, attractive, and cleaner alternative to car journeys is at the heart of the Leeds City Region TCF. The programme is delivering transformational, new infrastructure and helps to create a step change in travel across the region. It is essential to reducing reliance on car travel and meeting the LCR commitment to becoming a net zero carbon city region by 2038. TCF will connect people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future. The LUF package will complement and be complemented by the wider TCF schemes, ultimately providing a transformational change in the region's transport system by providing opportunities to make reliable, safe and attractive journeys by bus, as well as enhance cycling and walking through the corridor elements of the package.

Our LTP Integrated Transport block programme has enabled delivery of a Safety, Accessibility and Efficiency programme to deliver improvements at bus stations in the region.

#### City Region Sustainable Transport Settlement (CRSTS)

The CRSTS settlement forms the centrepiece of our transport investment programme over the period 2022 - 2027 and supports the delivery of our TCF and our continuing investment programmes in transport asset management and renewal.

The West Yorkshire Levelling Up - Bus Enhancement package complements the bus and active travel measures contained within the CRSTS programme, further enhancing delivery in target areas and augmenting our ambitions for sustainable transport improvements.

Specifically, the North Halifax A629 corridor links to delivery of the Halifax Bus, Cycling and Walking Transformation Package, providing better access to Halifax from the North, widening the reach of investment and connecting more residents to economic opportunities and stimulating investment.

**Explain how the bid aligns to and supports the government's expectation that all local road projects will deliver or improve cycling and walking infrastructure**

The two major highways schemes within this package deliver bus priority, cycling, and walking improvements as part of the multi modal approach developed through the CIP2 programme. Highways improvements delivered as part of the Bus Journey Improvement scheme will focus on small scale measures to tackle delay to buses with some potential elements of bus priority where appropriate and deliverable.

Our assurance Framework and Quality Management approach developed as part of our Transforming Cities Fund and CRSTS programmes, we have developed a Quality Management Strategy will provide us with the means to ensure that the programme delivers expected benefits and outputs, to the quality standards required. More detail is provided in the Management Case.

As part of our Quality Management process which we will apply to the schemes in this package, we have currently have a quality panel process operating on a 'critical friend' basis at a Programme level. This considers alignment with the National Bus Strategy and our own local design requirements for bus stop infrastructure, and LTN 1/20.

**Confirm which Levelling Up White Paper Missions your project contributes to**

**Select Levelling Up White Paper Missions (p.120-21)**

**Transport Infrastructure**

**Write a short sentence to demonstrate how your bid contributes to the Mission(s)**

The West Yorkshire Levelling Up - Bus Enhancement package will support delivery of the vision in our Bus Service Improvement Plan (BSIP) to create a much more accessible and consistent bus offer for residents of West Yorkshire enhancing connections between residents, jobs and opportunities.

Our BSIP, developed through close liaison with bus operators, aims to deliver a transformation of the local bus service for the people of West Yorkshire, moving it closer to the framework and quality of service of the 'London model' particularly with regards to simpler fares and ticketing as per the missions of the White Paper.

By providing improvements that aim to make significant improvements to every stage in passengers' journeys this package will support our long-term plan to achieve a bus service that can offer the levels of service that we want to see in the region.

**Section 7: Economic Case**

## **Provide up to date evidence to demonstrate the scale and significance of local problems and issues**

### A629N, Calderdale

To accommodate sustainable and inclusive growth, it will be essential to strengthen the role of sustainable transport in boosting connectivity between north Halifax and the town centre.

The current walking and cycling provisions along the A629N corridor are indirect and unsafe, and the 40mph Ovenden Road section mixes cyclists with high-speed traffic. The active travel network does not meet LTN 1/20 standards. The quality of walking routes connecting north Halifax is poor, with no crossing facilities at key locations.

There is insufficient space to cater for new trips by expanding highway capacity due to topological constraints and the extent of the built environment. The negative impacts of heavy traffic fall heavily on disadvantaged groups as Calderdale is amongst the 30% most deprived Local Authority areas in the country (Index of Multiple Deprivation, 2019). More than one quarter of people in the Ovenden ward in north Halifax live in poverty, as do a fifth of people in Illingworth & Mixenden.

STATS-19 data shows 61 accidents along the A629N (2015-2019) including 16 pedestrians and 6 cyclists, highlighting the severance caused by lack of safe crossing places and segregated cycleways.

Car ownership in the corridor is lower than district and national averages (Census 2011 data), with two fifths (39%) of households having no access to a private vehicle. In some parts of north Halifax (particularly Ovenden), the majority of households do not have access to a car.

Teletrac data for 2018/19 provides journey times through the corridor and shows there is congestion at peak times with an average delay of 30 seconds per mile along the A629N applying to all vehicles and helping to contribute to poor bus reliability.

### A639, Wakefield

The A639 Park Row Road is one of the main transport corridors into Pontefract town centre, and currently suffers from high levels of traffic congestion, excessive noise and air pollution, unreliable bus service, and poor walking and cycling facilities. Along the A639 Park Road there are no signed and continuous cycle routes, with the wider area containing mostly advisory routes only.

Pontefract's road network is currently dominated by private vehicles and effectively funnels traffic along bottleneck roads from all directions on approach to the town centre.

The number of residents along the A639 corridor without access to a car is higher than the national average (Census 2011) with less than 50% of residents in the corridor travelling to work by car, subsequently meaning public transport and



walking/cycling facilities are heavily relied upon in this area to access education, jobs, and amenities.

Roadside Interview (RSI) data gathered in October 2017 on the A639 Park Road, provides the origins and destinations of those driving along the corridor. The studies confirmed that commuters using the corridor were travelling to and from a wider geographic area. In contrast, those making leisure or shopping trips are making more localised movements, starting and ending in Pontefract. This suggests that a large proportion of trips on the corridor are of walkable or cyclable distance, however, the current lack of walking and cycling facilities encourages car use.

Teletrac journey time data (September 2019) shows congestion in the AM and PM peaks particularly concentrated at the Park Lane junction.

STATS-19 data (2014-2018) show 18 accidents in the corridor with pedestrians and cyclists forming 11% of the casualty totals.

### Bus Journey Improvement Scheme

The West Yorkshire Combined Authority Bus Service Improvement Plan (BSIP), October 2021 sets out key issues with the bus network supported by local data collected from a combination of WYCA and bus operator databases:

- Bus patronage in the region is declining faster per head of population than the national trend (170 million bus trips in 2009 to 144 million in 2018/19).
- Waiting areas are often perceived as unclean, unsafe, and unappealing in passenger surveys across the region.
- Analysis of real time, AVL, information confirms that buses across the region have consistently underperformed against reliability targets. Traffic congestion is a significant factor together with operational resilience.
- A lack of consistent highway policy across West Yorkshire has resulted in patchy bus priority measures and differing parking measures and enforcement. Poor accessibility of buses at stops is reported in passenger surveys. 6% of bus passengers define themselves as either disabled or companion and 16% are seniors representing 103,000 daily trips between them.

### **Demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues**

The data sources used as evidence for the need for change combine national data sources and local observations and passenger surveys, making the data fully relevant to the corridor projects and the wider bus improvements package. Data sources include:

- STATS-19 - Accidents between 2014-2019 tailored to road corridors.
- Census 2011 - local LSOA statistics on car ownership and journey to work allowing comparison to national and regional figures.

- Indices of Multiple Deprivation (2019) - LSOA statistics allowing comparison to national and regional figures.
- Vehicle Counts - undertaken for the A629N and A639 corridors provided localised
- RSI (October 2017) - undertaken on the A639 corridor, this survey provides detailed trip information, including trip purpose and origin/destination data for users of the corridor north of Pontefract.
- MDT DfT (September 2019) - provides additional vehicle counts for surrounding areas and acts as a secondary data source to check against primary (local) counts collected over longer survey durations.
- Teletrac (2018/19) - provides journey time data for individual road links.
- Sustrans cycle routes - showing the current extent, and thereby missing, cycle routes by type.
- Public consultation and engagement on the bus network and usage - 11 West Yorkshire wide consultation events since 2016 (in addition to regular working group sessions, open forums, and workshops) provide public feedback and perceptions on the bus network and services.
- Bus Automatic Vehicle Location (AVL) data - provides real time information on bus travel times, delays, and reliability across West Yorkshire.
- Bus operator data - provides passenger data to 2019 for the 3 main operators in West Yorkshire (First, Arriva and Transdev operate 85% of bus services with a combined fleet of over 1300 vehicles).
- 2019 condition surveys of bus station and bus stop facilities.

**Demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions**

A629N, Calderdale and A639, Wakefield:

Vehicle counts, walking and cycling counts, accident data and journey time data collected were collected for modelling purposes in the Calderdale and Kirklees Strategic Transport Model and the Wakefield Strategic Model respectively. The strategic models cover the wider district areas within which all impacts of the projects are expected to occur. For the A639 corridor, the strategic model is supplemented with a VISSIM microsimulation model of the corridor.

Walking and cycling mostly consist of shorter trips <5km for which local counts provide sufficient evidence of activity levels. The data used for the strategic need for the projects is corridor specific, and covers parallel alternative routes, though the geographical locations in north Halifax and north Pontefract mean alternative routes involve significant detours and increased journey times.

Bus Journey Improvement Scheme:

The data sources cover the entire West Yorkshire Combined Authority area and include bus passenger surveys, bus operator patronage, journey time and reliability data, and condition surveys of assets at bus stations and bus stops.

The above data sources cover the areas of interventions and all bus routes affected by the project.

### **Provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems**

The economic, social and health challenges facing the region and communities isolated from jobs and training, including productivity, pockets of high unemployment, labour availability, deprivation and poor public transport connectivity are set out in the Theory of Change and in Section 6. More detail is provided to demonstrate how each of the three schemes in the package will address these existing and future problems is below:

#### A629 North, Calderdale

- Reduce road user conflicts at key local centres on the A629 including Shay Lane and Wrigley Hill - Improvements at junctions on the A629 (Whitehill Road/A629 and Nursey Lane/A629) will reduce road user conflicts and Road Traffic Accidents.
- Address and reduce severance issues on the corridor, particularly for pedestrians and cyclists between Lee Mount and Halifax Town Centre and between Illingworth and Halifax - Improvements at junctions on the A629 (Whitehill Road/A629 and Nursey Lane/A629) and improvements to the pedestrian realm at the Orange Street Roundabout will reduce severances on the corridor.
- Help mitigate challenging topography when generating viable options for cycling. This is an evident issue on Shay Lane and at Lee Mount - A 2km quiet cycle lane along the corridor utilising Old Lane will mitigate the impact of challenging topography.
- Make the highway on the A629 an appealing and safer environment for cycling and cyclists. For example, on Shay Lane/Ovenden Road junction, Old Lane, and along Keighley Road - A 2km quiet cycle lane along the corridor utilising Old Lane will provide a more appealing and safer environment for cycling and cyclists using the A629 corridor.
- Improve access to employment, education and leisure opportunities - Creation of a quieter, safer cycle route on Old Lane, connecting deprived areas of Illingworth & Mixenden and Ovenden to the opportunities in Halifax Town Centre will improve access to employment, education leisure opportunities there and further afield. Pedestrian improvements at Wrigley Hill and Shay Lane and Orange Street Roundabout will also support access to these opportunities on foot. Bus priority will support improved bus journey times, supporting access by bus to the town centre.

Journey time, traffic flows and environmental outcomes are forecast using the Calderdale and Kirklees Strategic Transport Model (SATURN). Active travel mode uptake is forecast using comparator schemes as described in TAG A5.1.

#### A639 Park Road, Wakefield:

- Reduce journey times and improve journey time reliability for all highway users on the A639 Park Road Corridor - The scheme reduces journey times northbound on A639 due to changes at Park Lane junction with minimal impact on southbound travel. There is positive impact on side roads south of the Park Lane junction due to reduced queuing on A639.
- Support future developments adjacent to the corridor - The scheme reduces journey times which supports better access to sites such as the former Prince of Wales Colliery. Improved pedestrian and cycle access between Pontefract and Castleford | Glasshoughton gives residents without access to a car or public transport the best chance of accessing new opportunities.
- Encourage modal shift towards public transport and active modes - The scheme supports modal shift towards active modes through improving pedestrian and cyclist crossing points at the Racecourse junction, improving cycling provision between Stuart Road and Park Lane, improving the walking/cycling route between Pontefract and Glasshoughton and through the provision of cycle stands. Inclusion of bus priority measures should make travel via public transport faster and more reliable, making it more appealing for passengers.
- Improve air quality by reducing emissions along the corridor and in the M62 AQMA - A639 Park Road improvements lead to reduced journey times (as outlined above) and attract more traffic, so even with reduced congestion the additional vehicles attracted to the route increase AQ emissions. Positive impacts as a result of modal shift towards public transport and active modes are outweighed by the additional vehicles resulting in overall negative impact on air quality along the corridor.
- Enabling inclusive growth through improved access to employment, education, and skills opportunities - Improved access and supporting growth are both closely linked to journey times so the scheme is expected to have a positive impact as a result. Improvements to bus infrastructure and active modes will also give people without a car better access to opportunities which would support people living in areas of higher deprivation near the corridor, ensuring growth is inclusive to all parts of society.

Journey time and environmental outcomes are forecast using the Wakefield Strategic Model (SATURN) and VISSIM microsimulation of the corridor. Active travel mode uptake is forecast using comparator schemes as described in TAG A5.1.

#### Bus Journey Improvement Scheme

Improve accessibility to bus services for the population of West Yorkshire - Bus stop accessibility improvements including clearways, raised kerbs, and tactile boarding points tackle physical barriers to accessing bus services for disabled users.

Installation of Changing Places facilities and Quiet Rooms at bus stations provide inclusive facilities for passengers and the wider community. Bus station accessibility improvements like help points, tactile signage and pedestrian crossings will improve the passenger experience and reduce barriers to bus travel for disabled users.

Improve access to bus services information for passengers, including real time information - The upgrade, replacement, and new installations of RTI display units at bus stations and at 300 bus stops will improve the data available to passengers to enable better planning of travel and reduce frustration caused by reliability issues. RTI at bus stops particularly supports those groups without the skills or means to access information via smartphones while travelling.

Upgrade public bus assets and inclusive facilities at bus stops and bus stations to improve journey quality - The bus shelter and stop replacement, refurbishment, and upgrade at 200 bus stops provides improved waiting facilities in the community. Installation of Changing Places facilities, Quiet Rooms, RTI displays and automatic door replacements at bus stations provide additional facilities for all users and improve the public realm space within the stations. Installation of solar panels with battery storage at 10 bus stations reduces the operational costs of the stations and contributes strongly to national net-zero carbon emission targets.

Address delay affecting bus routes to improve journey times and service reliability Tackling hotspots of delays to buses e.g., parking rationalisation, minor changes to junctions, bus priority at junctions, and road space reallocation will target key areas of delay on the bus network leading to reduced journey times and improved journey time reliability. The interventions provide scope for journey time benefit to other highway users.

Impacts on 'soft measures' to improve journey quality are based on TAG recommended values. Journey time improvements are forecast using comparator schemes and Transport for London literature review into generic intervention journey time savings, including Transport Research Laboratory analysis.

Estimation of electricity output from solar panels is based on a local comparator scheme at Dewsbury Bus Station and information available from the Energy Saving Trust.

### **Describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs**

#### A629N, Calderdale

The Calderdale and Kirklees Strategic Transport Model is a highways SATURN model developed to meet TAG criteria and based on the following data sources for a June 2019 base year:

- Mobile phone network data
- Road-side interview data

- WebTris counts on the motorway network, 2019
- Automatic Traffic Counts and Manually Classified Counts on the local road network, 2019
- Journey time surveys

Forecast years of 2024 and 2039 account for local developments and are constrained to National Trip End Model (NTEM) forecasts, obtained via TEMPro software. Bus baseline data is based on observed passenger numbers and journey times. Forecast journey times rise in line with modelled highway users and background demand growth follows NTEM forecasts, effectively zero growth. Modal shift is calculated using own-cost elasticities recommended in TAG.

Active mode baseline data is sourced from Census 2011 and the Propensity to Cycle Tool. Background growth was kept consistent with national NTEM average at 0.75%pa and with-scheme uplifts were derived from a comparison of literature review, comparator schemes and the DfT Active Travel Funds Uplift Tool.

#### A639, Wakefield

The Wakefield Strategic Model is a highways SATURN model developed to meet TAG criteria and based on the following data sources for a 2019 base year:

- Road-side interview data (September 2017)
- WebTris counts on the motorway network, 2019
- Automatic Traffic Counts and Manually Classified Counts on the local road network, 2019
- Journey time surveys and Teletrac data

Forecast years account for local developments and are constrained to National Trip End Model (NTEM) forecasts, obtained via TEMPro software. A microsimulation VISSIM model informs signal timings and junction delays. The forecast scenarios are based on WSM forecast traffic growth.

Bus baseline data is based on observed passenger numbers and journey times. Forecast journey times rise in line with modelled highway users, plus an allocation for dwell time and background demand growth follows NTEM forecasts, effectively zero growth. Modal shift is calculated using own-cost elasticities recommended in TAG.

Active mode baseline data is sourced from Census 2011 and the Propensity to Cycle Tool. Background growth was kept consistent with local NTEM growth and with-scheme uplifts were derived using the comparator scheme method including national and local schemes of a similar scale.

#### Bus Journey Improvement Scheme

Modelling is spreadsheet based with baseline data collected from:

- Bus operators - patronage by bus service
- Local vehicle counts - (2015-2019)
- DfT MDF counts
- WYCA - baseline facilities at bus stations

Benefits to journey quality are sourced from TAG Table M3.2.1 and the Passenger Demand Forecasting Handbook for 'soft' interventions.

Journey time savings for bus and highways users for small scale highway interventions (average cost £220,000) are derived from comparable schemes and from Transport for London's literature review into generic infrastructure journey time savings. Standard TAG journey purpose splits and values of time were used to derive benefits.

Background bus passenger growth is assumed as zero growth in line with NTEM forecasts. No growth in vehicle traffic was applied to ensure benefits to highways users remained conservative. Due to the small scale of the schemes, no re-routing was assumed, and only localised journey time changes were considered.

Benefits to new bus users, with associated marginal external costs benefits and reduced greenhouse gas emissions, air quality and noise, were not assessed but are expected to be positive.

**Explain how the economic costs of the bid have been calculated, including the whole life costs.**

The A629N and A639 corridor projects were costed in 2021, in 2021 prices by the Calderdale and Wakefield district highways teams respectively.

The Bus Journey Improvement project costs were developed in 2022, in 2022 prices by the WYCA bus operations team.

Capital costs are inclusive of construction costs, land costs, preparation costs (planning and designing the scheme) and supervision costs during the scheme construction.

Programme level management costs and risk allowances were added on top of the base project costs.

Adjustment for Risk and Optimism Bias

The approach set out in the TAG A1.2 May 2022 issue has been adopted to apply risk and optimism bias. Following this approach, a base cost has been identified excluding the Quantified Risk Assessment (QRA) and an allowance for optimism bias (OB) has been added to this. This is compared to the base cost plus QRA and the higher value of these methods taken to fully reflect the potential risks of the project.

Following the revision of the costs in June 2022, the QRA was seen to be higher than the OB for all three projects and therefore the higher QRA values were used

for the economic cost assessment. In the case of A629N and A639, QRA values were significantly higher than OB which has the effect of significantly increasing the PVC of these schemes.

### Rebasing

TAG Unit A1.1 Cost Benefit Analysis explains that, when applying monetary values to cost impacts over a long appraisal period, it is important to account for the effects of inflation. Failure to do so would distort the results by placing too much weight on future impacts, where values would be higher simply because of inflation.

A 2022 base year is used for the LUF2 application, with rebasing across the spending profile using the GDP Deflator index.

### Discounting

The scheme cost estimate has been discounted to the preferred LUF Base year present value, of 2022, using rates from TAG Databook (May 2022):

- 3.5% pa, from base year 1 to year 30
- 3.0% pa from year 31 to year 60

### Market Prices

Lastly the aggregate scheme costs are converted from factor costs to market prices using the TAG indirect tax correction factor of 1.19.

### Maintenance/ Operational Costs

Maintenance and operational costs are considered to be those above and beyond activities which will be absorbed within existing maintenance regimes. New maintenance activities identified include:

- New carriageway surface dressing
- Lighting beacon replacement
- New path maintenance (sweeping, etc)

Installation of solar PV panels and battery storage at 10 bus stations form one intervention. The net impact of reduced electricity costs against the increased upkeep costs (replacing inverters/ batteries) throughout the expected 25-year lifetime of the asset has been calculated using information from the Dewsbury Bus Station Transforming Cities Fund economic assessment and the Energy Saving Trust Solar Calculator.

The ongoing battery replacement of battery powered Real Time Information units at bus stops is included in their capital cost (capitalised over 15-years). This follows the approach and information of the West Yorkshire Network Navigation Economic Appraisal Methodology (May 2020).



## **Describe how the economic benefits have been estimated**

A full description of the economic appraisal methodology is presented in the accompanying BCR Note. A summary of the methodology is described here:

### A629N, Calderdale

A 60-year TUBA assessment (v1.9.15) was run to derive TEE benefits (Journey time, vehicle operating costs and indirect tax revenues) to highway users.

Bus user benefits were calculated in a spreadsheet model aligned to TAG Databook values to derive journey time savings. New users were calculated using an own-cost elasticity method with journey time benefits subject to 'Rule of Half'. The net impact on fares is captured along with Marginal External Costs due to diversion from cars.

Construction impacts were judged to be negligible based on the construction management plan.

Accident benefits were not assessed as the change in vehicle kilometres was considered small enough to be negligible.

AMAT appraisal over 20-years was used to estimate benefits to new users of active modes of travel along with the Ambient Benefits Calculator to derive journey quality benefits. The estimated benefits of this scheme are centred around expected uplift in walking and cycling and corresponding impacts, such as mode shift away from the private car, improvements in health, improvements in air quality, reduced CO2 emissions and growing to the economy by providing increased connectivity to opportunities along the corridor.

Greenhouse gas emissions, air quality and noise impacts were calculated in AMAT for active travel. For highways users the strategic model outputs were used to find the affected road network and change in carbon dioxide emissions. For air quality, emissions have been calculated for the affected road network for this scheme using Defra's Emission Factors Toolkit (EFT v10.1). Noise impacts were appraised following the guidance in TAG Unit A3 and DMRB LA111.

### A639, Wakefield

A 60-year TUBA assessment (v1.9.15) was run to derive TEE benefits (Journey time, vehicle operating costs and indirect tax revenues) to highway users. Bus user benefits were calculated in a spreadsheet model aligned to TAG Databook values to derive journey time savings. New users were calculated using an own-cost elasticity method with journey time benefits subject to 'Rule of Half'. The net impact on fares is captured along with Marginal External Costs due to diversion from cars.

Construction impacts were assessed by coding the traffic management plans into the 2024 WSM model

Accident benefits were not assessed as the change in vehicle kilometres was considered small enough to be negligible.

AMAT appraisal over 20-years was used to estimate benefits to new users of active modes of travel along with the Ambient Benefits Calculator to derive journey quality benefits. The estimated benefits of this scheme are centred around expected uplift in walking and cycling and corresponding impacts, such as mode shift away from the private car, improvements in health, improvements in air quality, reduced CO2 emissions and growing to the economy by providing increased connectivity to opportunities along the corridor.

Greenhouse gas emissions, air quality and noise impacts were calculated in AMAT for active travel. For highways users the strategic model outputs were used to find the affected road network and change in carbon dioxide emissions.

For air quality, emissions have been calculated for the affected road network for this scheme using Defra's Emission Factors Toolkit (EFT v10.1). Noise impacts were appraised following the guidance in TAG Unit A3 and DMRB LA111.

### Bus Journey Improvement Scheme

For all interventions in this project, only benefits to existing users were considered. This is expected to cover the majority of all possible benefits and is considered proportionate to the low value of the individual package elements. It is noted that additional benefit streams exist including to new users, to accident prevention, accessibility of services, journey quality, journey time reliability and security. These benefits are considered in a qualitative non-monetised assessment for the full project.

To generate a monetised benefit of interventions at bus stops and stations, values of soft bus interventions were sourced from TAG Databook M3.2.1, PDFH or the TfL Journey Time Savings Literature Review as appropriate. The generalised minute values were then applied to annual bus station passenger boardings or the average annual boardings for a West Yorkshire bus stop as appropriate. Values of time by journey purpose were then applied to monetise the benefits in both 2010 and 2022 prices with discounting applied.

The appraisal period is taken as 60-years, except for RTI units which have an expected lifetime of 15-years.

For the 16 small scale highways interventions, descriptions were provided by the local districts (Bradford, Leeds, and Wakefield).

No prior modelling or assessment was available for the junction interventions and in the absence of modelling, the economic assessment focuses on:

- Deriving a change in journey time for each intervention - and a time saving in seconds per bus and highway user estimated using experience and comparator schemes to make the judgement.

A key source of comparable time savings for bus related interventions used in most cases is the 'Transport for London Bus Priority Programme Business Case Development Technical Note: Generic Intervention Journey Time Savings Literature Review', 2015.

In all cases, judgement erred on the side of caution to provide a more conservative value of time savings.

- Assessing the annualised weekday numbers of bus and highways users at each location - For bus passenger numbers, annual bus operator patronage by service and time period (weekday peak or interpeak) was available for First and Arriva services. For other services patronage was estimated based on an average for similar routes. The number of passengers onboard was estimated after considering the direction of travel, time of day, length of bus route and proximity to the nearest economic centre. These estimates were compared against using an average 12.2 PSV occupancy and the lower value taken.

For highways users, counts were provided by Bradford and Wakefield for 6 of the 8 interventions in those districts. Of the remaining 2 interventions, the impact on A645 North Baileygate highway users was considered to be neutral, and the parking issues measures were unspecific, and, based on cost, were assumed to be of the same order of magnitude as the Leeds parking intervention measures.

In Leeds, a 2017 MCC of the Wellington Street/Thirsk Row junction provided AM and PM flows. Elsewhere, the model flow was taken from the A6110 2024 OM SATURN model and annualised. This provided the nearest year to the opening year of 2025 and is built on the Leeds Strategic Transport Model. Model AM and PM flows at the Thirsk Row junction were found to be similar to the observed MCC counts.

- Applying the journey time saving to users as appropriate and generating the monetised benefit using TAG Databook values of time by purpose. Benefits were calculated in both 2010 and 2022 prices and values.

The appraisal period for physical engineering works was taken as 60 years. For the softer interventions of bus priority signals and parking enforcement, an appraisal length of 15 years was considered more suitable.

### **Provide a summary of the overall Value for Money of the proposal**

The BCRs of the projects and overall package are provided below with monetary figures in 2022 prices and values. (2010 base year figures are also given in the BCR Note).

	A629N	A639	BJIP	Package
Present Value of Benefits	£4,900,706	£33,980,399	£52,237,809	£91,118,914
Present Value of Costs	£9,927,308	£15,325,772	£26,546,740	£51,799,820
Net Present Value	-£5,026,602	£18,654,627	£25,691,069	£39,319,094
Benefit to Cost Ratio	0.49	2.22	1.97	1.76

The A639, Wakefield project represents high value for money with a BCR greater than 2. The Bus Journey Improvement project represents medium value for money, though the BCR is very close to the high VfM category.

The package overall shows medium value for money with a BCR of 1.76. The Calderdale A629N project OBC reported a low BCR which was envisaged at an early stage in the development of the scheme due to the nature of the scheme being developed for the WYCA Corridor Improvement Programme (CIP), i.e., a scheme which contributed to the CIP programme objectives which include supporting a more sustainable transport network and modal shift from cars.

Consequently, the scheme does not generate highway benefits which often support a higher BCR (in fact the scheme results in some highway disbenefits which adversely impact the BCR).

WYCN.s assurance team and CIP Programme Board were engaged around this issue, and both remain supportive of the scheme being progressed due to the strategic and sustainable benefit of the scheme being clear. In line with the updated Green Book Guidance, we strongly believe that more emphasis should be given to the strong strategic case for progressing this scheme and its alignment to the CIP and LUF2 objectives.

More detailed explanation of the approach is provided in the attached explanatory BCR note.

**Upload explanatory note (optional)**

[WYCA LUF2 - BCR Note v1.1 incl ASTs.pdf](#)

**Have you estimated a Benefit Cost Ratio (BCR)?**

Yes

**Estimated Benefit Cost Ratios**

**Initial BCR**

1.76

**Adjusted BCR**

1.76

**Describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed**

A629N, Calderdale

Due to the project focus on active travel and public realm improvements, many of the identified benefits are for the local communities, the environment, and also for the Halifax economy. The non-monetised benefits associated with this scheme positively impact local society and the environment in northern Halifax. These non-monetised benefits include:

- Improved access and experience for walking and cycling along the A629N corridor - slight beneficial.
- Improved access to local facilities and businesses around Shay Lane – slight beneficial.
- Reduction of severance across the A629N benefitting walkers and cyclists, due to provision of a new crossing point - slight beneficial.

The proposed intervention will provide segregated cycling infrastructure providing greater safety for cyclists and pedestrians and less conflict with other road users. This is expected to be a slight beneficial impact.

### A639, Wakefield

Non-Monetised social impacts have been assessed in line with TAG qualitative worksheets, the following impacts have been considered:

- Journey Quality - slight beneficial for car drivers due to increased road space reducing driver frustration, improved quality of ride for bus passengers and reduced fear of accidents for cyclists and pedestrians from better infrastructure, crossings, and cycle parking stands.
- Security - slight beneficial due to provision of new lighting and CCTV.
- Access to Services - slight beneficial due to reduced journey times and improved journey time reliability.
- Affordability - slight beneficial due to reduced vehicle operating costs.
- Severance - slight beneficial due to improved crossing provision for pedestrians. Given the size of the scheme journey time impacts it is assumed that any wider economic impacts such as agglomeration will be slight and so have not been quantified. However, any wider economic impacts will follow the same pattern as the overall TUBA journey time benefits and therefore the project would have a positive wider economic impact.

### Bus Journey Improvement Scheme

Scoping of non-Monetised social impacts was undertaken, the following impacts have been considered:

- Security - slight beneficial due to provision of new lighting and CCTV at bus stations.
- Access to Services - moderate beneficial due to improved physical access to bus services and new, expanded information systems make the bus network easier to navigate for all users.
- Affordability - slight beneficial due to reduced vehicle operating costs.
- Severance - neutral.

Benefits to new bus users were not assessed but include journey quality benefits as for existing users subject to Rule of Half, net change in fare against vehicle operating costs and marginal external cost benefits relating to reduced private car mileage.

Benefits due to automatic door replacement at bus stations was not assessed. This is likely to include modest reductions in maintenance costs.

### **Provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid**

#### A629N, Calderdale

- No Variable Demand Modelling was used. This is likely to mean that the disbenefits due to highway users rerouting is overstated. Mode shift away from car may not be significant for longer distance trips.

#### A639, Wakefield

- No Variable Demand Modelling was used. This may mean that the disbenefits due to highway users rerouting is overstated. Mode shift away from car may not be significant for longer distance trips.
- Dependant on successful procurement process and supplier to deliver on time and on budget

#### Bus Journey Improvement Scheme

- High level assessment of journey time benefits is based on generic values and nearest comparisons. There is a risk that some interventions could result in net disbenefits to non-bus highway users, though any disbenefits are expected to be small and localised to junctions.
- Bus demand at intervention locations was estimated from annual passenger boardings on the relevant routes, this could be refined using data by stop. No sensitivity tests were undertaken on demand, though the minimum value of two estimation methods was taken into economic appraisal.
- Practical space available for solar panel installations may be smaller than calculated, resulting in lower electricity generation values.

### **Upload an Appraisal Summary Table to enable a full range of impacts to be considered**

#### **Appraisal Summary Table 1**

#### **Upload appraisal summary table**

[WYCA LUF2 - BCR Note v1.1 incl ASTs.pdf](#)

#### **Additional evidence for economic case**

#### **Additional evidence 1**

#### **Upload additional evidence**

WYCA LUF2 - BCR Note v1.1 incl ASTs.pdf

## **Section 8: Deliverability**

**Confirm the total value of your bid**

**Total value of bid**

£47,248,832

**Confirm the value of the capital grant you are requesting from LUF**

**Value of capital grant**

£41,248,832

**Confirm the value of match funding secured**

£6,000,000

**Evidence of match funding (optional)**

[S73 Letter Match Funding, AT Signed 13-07-2022.pdf](#)

**Where match funding is still to be secured please set out details below**

Not applicable

**Land contribution**

**If you are intending to make a land contribution (via the use of existing owned land), provide further details below**

Not applicable

**Upload letter from an independent valuer**

**Confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below**

Not applicable

**Describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget**

For the Highway and Bus Infrastructure improvements schemes the Combined Authority and our District Partners (who act as the Highway Authority) have a track record of successfully delivering these kind of capital improvements schemes and can reference the costs incurred on current and previous schemes. This is also supplemented by utilising external consultants and reference to industry standard indices and costing tables where necessary. The derivation of the various cost elements, and any assumptions, is outlined below.

Item: Project Development

Definition: This covers areas such as legal fees, consultant fees, design fees, project/programme management costs, business case costs up to Full Business Case (FBC)



Source/Assumption: Based on experience of out-turn costs for previous similar schemes and pricing schedules for consultants/ internal resources undertaking work on the commission.

#### Item: Land Purchase

Definition: This is in relation to infrastructure schemes that require the purchase of private land

Source/Assumption: Values have been provided by Partners Estates and Valuation surveyors and associated legal costs

Assumption: Purchase by agreement, rather than CPO, so allowance for negotiated prices of up to 15% above market rates has been included in estimate.

#### Item: Enabling Works

Definition: This is the cost of any works required prior to Delivery, generally as a separate contract, e.g. Statutory Undertakers Diversions

Source/Assumption: Statutory Undertakers Diversions - C2 estimate by Gattica Associates

Preliminaries - informed by cost estimate by Jacobs QS team at 35% of cost of roadworks

Assumption: Based on known statutory undertakers' equipment and preliminary design drawings.

#### Item: Delivery

Definition: This is the costs of implementing the scheme e.g. road construction costs, building costs, new equipment costs etc.

Source/Assumption: for Highways works- Jacobs QS team in accordance with the Manual of Contract Documents for Highway Works, Volume 4, Bills of Quantities for Highway Works published by the Highways Agency (now National Highways)

Supervision - allowance of 5% -15% of total civil engineering works costs depending on complexity

Project management - allowance of 2.5% - 7.5% of total civil engineering works costs depending on complexity.

Costs validated by Highways Authority project manager

Assumption: taken from preliminary design drawings and utilising percentages/lump sum allowances if quantities not available for Bus Infrastructure (e.g. bus stops, bus station measures): Costs based on current contracts in place for either maintenance or capital renewals and out-turns costs for similar schemes being delivered currently e.g. our existing Safety, Accessibility and Environment package which is currently delivering these improvements at bus stations

#### Item: Benefits Realisation Reporting

Definition: These are costs required for monitoring and evaluation of benefits. Pre and post scheme monitoring

Source/Assumption: Estimated at 1% of Delivery Costs and validated against out turn costs from comparable schemes.

#### Item: Project Risk

Definition: All projects must include a Quantified Risk Allowance (QRA) at Decision Points 3, 4 and 5 of the Assurance Framework. In accordance with TAG guidance (Unit A1-2)

Source/Assumption: Highways Jacobs Risk Team Monte Carlo simulation methodology. P80 Risk level derived from ORA

Bus Infrastructure QRA will be undertaken for this element of the package in the next stage. However, 15% of the cost of the scheme has been assigned as risk for this scheme and a larger proportion of the match funding is intended to be used to reflect the status of this.

#### Item: Project Contingency

Definition: The contingency set should be dependent on the scheme i.e what stage it is at, how far have the risks been assessed etc. contingency should reduce as the scheme progresses and design is finalised, so it may be at 10% at SOC but 3% at FBC. This should be no more than 10% of total scheme outturn costs and must be agreed with the Combined Authority

Source/Assumption: Highways: 5-8% agreed based upon guidance notes regarding state of scheme development being at OBC and QRA undertaken. Bus infrastructure: 10% based on package of works being at SOC

#### Item: Project Inflation

Definition: Where a scheme is being developed and implemented over more than 1 year, allowances for inflation should be included on top of the works base cost estimate.

Source/Assumption: Highways calculated based on anticipated spend profile using RICS Road Cost Index forecast

Bus Infrastructure Intelligence from current contracts and frameworks coupled with reference to RICS BCIS

### **Provide information on margins and contingencies that have been allowed for and the rationale behind them**

Contingencies:

Individual scheme elements include a contingency allowance in their pricing based on the level of development undertaken on the scheme. The contingency set should be dependent on the scheme, i.e. what stage is it at, how far have the risks been assessed etc. Contingency should reduce as the scheme progresses and design is

finalised, so it may be 10% at SOC but 3% at FBC. The level of contingency included on the individual scheme ranges from 5% - 10% as follows:

Scheme: A629N

Stage: OBC

Allowance: 7%

Rationale: Scheme in early stages of development of FBC with a number of investigative surveys to be undertaken that could impact on design and costs beyond risk mitigation strategies and allowances.

Scheme: A639

Stage: OBC

Allowance: 5%

Rationale: Scheme just completing OBC stage. Scheme costs and risk profile well understood, and risk allowance considered robust for this stage of scheme.

Scheme: Bus Journey Improvement Scheme

Stage: SOC

Allowance: 10%

Rationale: Scheme is at an earlier stage of development than P1/P2. Although the various works in this scheme are of low value and of a well understood nature, the development and risk profiling work undertaken is limited and therefore the maximum contingency allowance has been made for this scheme at this time.

The contingency allowances above have been applied to the base delivery costs for each scheme.

Based on the feedback from current live projects across the Combined Authority's portfolio and the uncertainty in the current market driven by global factors around the post-Covid landscape, war in Ukraine, and the escalating inflationary environment, the Combined Authority has decided to add an additional contingency allowance of 6% to be held at a programme level against schemes P1 and P2. This is judged to be realistic based on the recent upward swings in forecasts of inflation and pricing indices and the changing global landscape, even during the timescales of compiling this bid submission, as the individual projects can only price on the information available at the pricing point.

Margins:

No margins have been allowed for as all costs will be capital investment costs and no profit or revenue allowances are included in this submission.

## **Describe the main financial risks and how they will be mitigated**

A summary of the key financial risks and proposed mitigations are outlined in appendix 10 table 10.1. The risk register developed for this submission is attached at this question and can be found in Appendix 10 alongside key financial risks for the programme and our Assurance Framework.

With regards to the Combined Authority and partners' approach to risk management and sharing of financial risks, financial risks are assessed through the Assurance Approvals Process and the Grant Funding Agreement or other contractual arrangement put in place with the Delivery Partner. The project costs will be agreed prior to delivery, with an agreed risk/contingency amount for the project. There are agreed 'Exceptional Circumstances' where WYCA may release programme contingency if the exception criteria are met, programme contingency is available and approved by the Combined Authority. This process is managed as change management through the Assurance Framework.

The Combined Authority has also developed a template funding agreement for any project that is undertaken by one of our partners. This sets out the terms and conditions on which a grant is made to partners and ensure they implement appropriate monitoring and reporting arrangements, including against risk.

A QRA is undertaken for every scheme at decision points from OBC onwards in accordance with TAG guidance based on the risks contained in the risk register. A P80 Risk level is derived from the QRA using the Monte Carlo simulation methodology and included in the project cost as part of detailed QRA's have been undertaken for schemes P1 & P2. A risk allowance has been made for scheme P3 which is at an earlier stage of development and a higher level risk assessment has been undertaken to date. A more detailed QRA undertaken in the next stage of this project. This ensures a robust cost estimate is generated and reviewed as the project progresses through its life cycle. The risk allowances for the schemes can be found in the respective Table C in the cost planning workbook attached to this submission

Each project is also permitted to include a contingency allowance based on how well developed the scheme is and its point in its lifecycle. This contingency figure is not to exceed 10% and is to be agreed with the Combined Authority.

Due to the current uncertain global climate in relation to the post-Covid landscape, inflation and supply chain issues the Combined Authority will also hold a Contingency allowance at a LUF2 programme level to support individual schemes if the exceptional circumstances criteria mentioned above is met.

Highways construction projects share similar risk profiles. Several project specific risks are of particular significance to each component scheme and have been identified in tables 10.2, 10.3 and 10.4 in appendix 10.

The WYCA Assurance Framework is also in Appendix 10.

## **Upload risk register**

## LUF2 Programme Risk Register (1).pdf

### **If you are intending to award a share of your LUF grant to a partner via a contract or sub-grant, please advise below**

Due diligence checks are undertaken as part of the Assurance process, where each scheme outlines its compliance with Statutory and Other Regulatory Consents as part of the Business Case submission.

Any funding granted to a Delivery Partner will be done via a Grant Funding Agreement. The Combined Authority has a template grant funding agreement for any project that is undertaken by one of our Delivery Partners. This sets out the terms and conditions on which a grant is made to partners and ensures they implement appropriate monitoring and reporting arrangements to enable the Combined Authority to monitor and manage the grant award. This helps to ensure that the grant is used for the purpose for which it is awarded and that the project delivers the benefits as per the approved business case.

The Grant Funding Agreement includes clauses that cover:

- The Recipient agrees that any services, supplies or works required in connection with the delivery of the Project shall be procured in compliance with the Public Contract Regulations 2015 and the Recipient's own internal contract procedure rules and standing orders.
- The Recipient agrees to ensure that the use of the Grant complies with the rules governing the grant of a Subsidy or State Aid (as applicable) and at the request of the Funder shall provide written evidence that no Unlawful State Aid arises. In this instance, the Combined Authority partners to the bid are our constituent District Councils and at this time no Subsidy or State Aid implications are foreseen as the activities are seen as a non-economic activity being undertaken by District Councils in their capacity as the Highway Authority and will not provide an advantage to one or more undertakings over another as it is for general public use.

Calderdale - Delivery Partner for A629N scheme as Highway Authority - £6.2m Grant Funding Agreement

Wakefield - Delivery Partner for A639 scheme as Highway Authority - £11.9m Grant Funding Agreement

Bradford - Delivery Partner for bus journey delay reduction as Highways Authority- £1.2m Grant Funding Agreement

Leeds - Delivery Partner for bus journey delay reduction as Highways Authority £2.8m Grant Funding Agreement

Wakefield - Delivery Partner for bus journey delay reduction as Highways Authority - £0.4m Grant Funding Agreement

**What legal / governance structure do you intend to put in place with any bid partners who have a financial interest in the project?**

Financial interests are managed through the Assurance Framework and the Grant Funding Agreement or other contractual arrangement put in place with the Delivery Partner that is approved through the Assurance Framework. The funding contributions to project costs will be agreed prior to delivery and included in the Grant Funding Agreement.

The Combined Authority has a template funding agreement for any project that is undertaken by one of our partners. This sets out the terms and conditions on which a grant is made to partners to ensure they implement appropriate monitoring arrangements and follow the Assurance Framework and the reporting requirements. This helps to ensure that the grant is used for the purpose for which it is awarded and that the project delivers the benefits as per the approved business case.

Due diligence checks are undertaken as part of the Assurance process, and in this instance the Combined Authority partners to the bid are our constituent District Councils.

A Programme Board will be set up to manage the LUF programme and grant, which will oversee delivery and manage financial arrangements between partners, supported by the Combined Authority's Assurance Framework. More details of the governance arrangements to be put in place are provided in the relevant question on governance arrangements.

**Summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted**

The West Yorkshire Levelling Up - Bus Enhancement Package proposes a range of capital investments within the three schemes. We will deploy an appropriate and tailored range of procurement approaches within our overall procurement strategy, to deliver this package. Procurement strategies are developed for all procurements undertaken by the Combined Authority and West Yorkshire district partners are required to demonstrate their own procurement strategy, as schemes come forward at key decision points through the Combined Authority's Assurance Framework processes.

Our overall procurement approach is set out in our Procurement Strategy 2020-2025 which is available as Appendix 11.

We are currently trialling a Social Value Portal so future procurements could be let using that system to drive and capture social value offers. We have also recently adopted a range of Themes, Outputs and Measures (TOMs) to build into our procurement and contract management approach so as reflect the Combined Authority's priorities. The Combined Authority TOMs are also attached as Appendix 11.

In addition to this we have recently developed a toolkit to build low carbon into local authority procurement (see below). This has focussed on selected industries where there is greatest potential impact, and transport and construction both present significant opportunities.

## Procurement Strategy

There are several procurement routes available to the Combined Authority and partners to deliver these schemes, with a preferred approach of splitting the delivery of the works between in-house resources and contractors across all three schemes. Those aspects of the work that fall within the remit and capability of in-house teams would be delivered internally, with the remaining elements being delivered by contractors. Schemes will be split into suitable works packages that can be managed in-house or externally as appropriate. There are a range of options available for procuring external support where needed, including in-house frameworks already in place, other frameworks and open tenders. The Combined Authority and partner local authorities will work closely with contractors to ensure a joined-up approach to the delivery of the schemes.

To incentivise performance and efficiency, for relevant contracts, such as the larger highways infrastructure elements the Combined Authority and partner local authorities will consider contract forms which will result in construction risks being shared between the contractor and client utilising a pain-gain mechanism, with contractors expected to manage these risks. This will help to strike a balance between transfer of risk and risk being "priced-in" to the tender.

The CA has a proven track record in delivery of on street infrastructure schemes and bus station works. For example, Halifax Bus Station is currently on site and Leeds Bus Station has undergone enhancement.

## Risk

Detailed QRA's have been undertaken for schemes P1 & P2, and these will continue to be updated and design risks largely mitigated or realised, with risks included in base cost estimates as they are updated.

Scheme P3 is at an earlier stage of development and a higher-level risk assessment has been undertaken to date. A more detailed ORA undertaken in the next stage of this project which will be used to update base cost estimates and inform appropriate allocation of risk as part of procurement.

High level Procurement risks identified (especially if there is a limited supply market or there are constraints) include:

- Supplier disinterest - The Combined Authority and district local authority partners will be looking to package our requirements up wherever possible to ensure they are significant enough to appeal to the market. In some industries such as professional services and construction it will be appropriate to procure via frameworks where healthy competition exists, but it is not open to everyone.

Market testing to date has shown us that this is something suppliers use to choose the programmes they bid for.

- Timelines - both in terms of time needed to do procurements in the best way and timing in order to deliver the outcomes. The Combined Authority has solutions in

place for some requirements that we can draw upon for this programme e.g. legal services, business case development partners, professional services Dynamic

Purchasing System.

- Inflated pricing - due to supply constraints (supplier capacity or material price rises - which might be temporary). This will be mitigated through our existing long-standing relationships with many of these suppliers, who would not want to be seen as taking advantage. Competition will be encouraged, through pre-market activities and through procurement routes. Contractual terms will be used to help manage market price fluctuations as appropriate.
- Supplier capacity - particularly if multiple organisations are letting contracts to the market at the same time, the Combined Authority will play a co-ordinating role across programmes to try and manage the impact of this if needed, and opportunities will be sort to group procurements together if appropriate. We have a West Yorkshire Procurement Leaders Group which is used to co-ordinate the approach to procurement across the region and will lead on publishing pipelines, collaboration, social value.

**Who will lead on the procurement and contractor management on this bid and explain what expertise and skills do they have in managing procurements and contracts of this nature?**

Our West Yorkshire Levelling Up - Bus Enhancement package involves activities that the Combined Authority and our partners have a track record of delivering and procuring, and we can be confident that the market will be able to meet our needs. The Combined Authority and District Partner Councils have developed experience with a range of contract types relevant to this package in recent years and will be able to apply lessons learnt around optional clauses and contentious issues with suppliers.

Since the formation of the West Yorkshire Combined Authority in 2014, West Yorkshire Combined Authority and our District Council Partners have delivered over £1.14 billion of capital investment, with the majority of this invested in transport infrastructure.

The Combined Authority will lead on the procurement and management of many aspects of the package, specifically on the Bus Journey Improvement scheme and the bus stop and bus station improvements it delivers. The Combined Authority procures around 100 contracts every year worth in excess of £200 million excluding tendered bus services and as an authority we currently manage over 180 contracts worth over £150 million. When combined with the significant amount of procurement exercises undertaken by our partner councils, the total spend across the region is approximately £2-3 million per annum.

Alongside its established Delivery Directorate working alongside our District Partner delivery teams, the Combined Authority has a professional central commercial team offering an expert procurement service and strategic contract management support



including a contract management toolkit in place and reporting system to monitor the performance of contracts. All procurements are managed by experienced members of the team who are either partly or fully CIPS qualified. Category specialisms have been developed within the team covering the built environment - civil engineering and professional services as the main spend areas for the Combined Authority. Tried and tested templates, procedures and systems are available to guide the authority through any procurement process.

The Combined Authority has recent experience of similar procurements and contracts such as the Safety, Accessibility and Efficiency bus station works recently awarded to Kier, Leeds Bus Station Improvements and Dewsbury Bus Station transformation design.

Our District Partners will lead on all other aspects of scheme procurement across the package as the highway authorities for any relevant highways works involved in the corridor schemes and the Bus Journey Improvement scheme, where external procurement is required.

Calderdale and Wakefield are both experienced in procuring highways schemes. The Highways teams in both authorities have access to central, professional procurement experts for advice and guidance as required. If procurement resourcing is identified as an issue as schemes develop, the Combined Authority is also able to provide additional procurement support if needed. Calderdale and Wakefield have well established procurement practice and procedures to act as a framework for all activity. For example, Wakefield Council's recent experience in managing and procuring contracts includes procurement of the Wakefield Eastern Relief Road (£35m) completed in 2017, Wakefield city centre Kirkgate highway scheme (£5.5m) completed in 2018 and Glasshoughton Southern Link Road (£5.9m) completed in 2020, which were all procured and managed by the Highways team at Wakefield Council.

**Are you intending to outsource or sub-contract any other work on this bid to third parties?**

Details of sub contracting or delivery by third parties for each scheme in the package is provided below:

Bus Journey Improvement scheme:

This scheme includes a range of measures to improve the efficiency, safety, and accessibility of our core bus network and enabling safer and more accessible end to end journeys. Each of these types of measure will be subject to a specific procurement route to best meet the needs of the project and ensure value for money. For some schemes we already have relationships and frameworks in place which we will look to utilise. For example, we have a long-standing relationship with suppliers for bus shelter works, and are currently progressing renewing contracts in this area by combining into one contract with a broader scope. Pre-market engagement is key in this industry with only 2 or 3 suppliers in the market, so supplier engagement is already underway for this piece of work.

Additionally, we have a number of bus and rail station infrastructure projects on site or recently completed and have again developed stronger relationships with suppliers to maintain interest and collaboration on further projects within West Yorkshire Levelling Up - Bus Enhancement package.

The Combined Authority has a long-standing relationship with these suppliers and the procurement strategy will include effective pre-market engagement in order to create the necessary competitive environment.

Our experience in recent years has demonstrated the need for the coordinated and joined up approach that we take across the region to provide the environment for successful procurements whilst also ensuring a good level of competition and value being realised for both the clients and suppliers.

Targeted journey improvements: North Halifax A629 corridor

This scheme will be delivered by our partner local authority, Calderdale Council.

The scheme will be split into suitable works packages that can be managed in-house or externally as appropriate. Calderdale Council's wider programme of public works indicates the market has the ability and capacity to provide the required works. The Council is confident additional work required to promote this scheme can be undertaken using existing resources and using existing and established arrangements for securing professional advice as and when required.

The preference is to use existing frameworks to procure the externally procured work packages, with the smaller schemes delivered internally by Highways Operations.

Calderdale's Minor Works framework will be used to deliver relevant elements of the scheme. The procurement strategy for is being finalised through Early Contractor Involvement via YORcivils/TORTender. This will ensure that construction risks are fully transferred to the contractor, who will be expected to manage these.

This mechanism incentivises performance and efficiency by the contractor, who will fully retain any savings they achieve below the agreed tender price as well as fully liable for any cost overruns.

Calderdale Council will retain oversight and ultimate responsibility for risks relating to procurement and construction. The use of Calderdale Council's Highways Operations team to deliver the smaller aspects of the scheme will help mitigate the risks arising from traffic management requirements and programme conflicts, compared to an approach where these schemes were procured externally. Project risk will be managed as an on-going process as part of the scheme governance structure.

Targeted journey improvements: A639 Park Road, Pontefract

This scheme will be delivered by Wakefield Council. The preferred procurement for this scheme is to split into suitable works packages that can be managed in-house or externally as appropriate. Wakefield Council 's wider programme of public works indicates the market has the ability and capacity to provide the required works. The Council has procured over £40 million of similar works through the routes identified

above and previous frameworks in the past six years, and is confident additional work required to promote this scheme can be undertaken using a combination of in-house resources and the procurement routes identified above as and when required.

Aspects of the work which fall within the remit and capability of in-house teams will be delivered internally, with the remaining elements being delivered by external contractors. This is felt to be the best way forward following experience including the delivery of similar recent projects including Kirkgate Highways Scheme, Pontefract Northern Relief Road and Castleford to Wakefield Greenway.

The use of Wakefield Council's Highways Operations Direct Labour Organisation to deliver the smaller schemes will help mitigate the risks arising from traffic management requirements and programme conflicts, compared to an approach where these schemes were procured externally. Project risk will be managed as an on-going process as part of the scheme governance structure.

### **How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes?**

The Combined Authority routinely undertakes market testing and early engagement with the market as part of our approach to procurement if it will support successful procurement and commissioning.

Where appropriate, the use of framework contracts will ensure that construction risks are fully transferred to the contractor, who will be expected to manage these. This mechanism incentivises performance and efficiency by the contractor, who will fully retain any savings they achieve below the agreed tender price as well as fully liable for any cost overruns. The most significant residual risks to the scheme remaining with the client are identified in the risk register and Qualitative Risk Assessment.

Full details of the Combined Authority's approach to Contract Management can be found in the procurement strategy (see section 6.2.1)

In the event that risks do materialise however, a robust change control approach will be applied to manage changes in project programme, costs and scope, particularly where there is the potential to impact on externally tendered work packages or other schemes delivered by West Yorkshire partners. Change Events under a certain threshold may be approved by the Project Manager or Programme Manager directly, with higher value Change Events being through the package Governance structure.

More detail on proposed contract management approaches is provided below.

#### **A629North**

There are several procurement routes which Calderdale has used and is familiar with and see potential benefits in using if needed, to deliver this scheme. These include the WYCA Framework, YORtender, mytenders and Calderdale's own local frameworks. Calderdale and WYCA will work closely with contractors to ensure a joined-up approach to the delivery of the scheme.

The current preference is to split the delivery of the works between in-house resources and contractors. Those aspects of the work that fall within the remit and

capability of in-house teams would be delivered internally, with the remaining elements being delivered by contractors. As such, it is expected that the Preferred Way Forward package of interventions be split into suitable works packages that can be managed in-house or externally as needs be.

The intended procurement approach for the delivery of the scheme will be confirmed at the FBC stage, but at this time it is envisaged Calderdale will utilise traditional route procurement through the YORcivil2 framework. The price/ quality mini competition (single stage) call off method will be used to allow for the submission of competitive quotes in both terms of quality and pricing (likely to be with an emphasis on achieving best price) from all framework contractors.

Option A of the NEC suite is likely to be used, as this is a well-used suite by Calderdale and is considered to be the most appropriate in relation to the risk profile of the scheme whilst still allowing control over the project and providing more certainty regarding the cost and programme of the scheme. Option A has the benefit of clear activities allowing associated payments when these have been completed and a greater cost certainty due to fixed costs.

#### A639 Park Road

In line with national good practice and the recommendations of the Construction Clients Board and Cabinet Office UK, Wakefield Council use the New Engineering Contract NEC4 Conditions of Contract for contract management. The proposed form of contract is likely to be a modified NEC4 Option C Contract, which allows a pain/gain share around the target price for the works.

This form of contract and procurement approach has been used by Wakefield Council on several previous large-scale transport infrastructure schemes. It has been developed in full accordance with the Council's procurement systems and processes, with the Council's Senior Procurement Officer consulted and agreeing this approach. There is a well-developed market for the proposed procurement approach and it is anticipated, based on previous experience of procuring large infrastructure schemes in the district (such as the Glasshoughton Southern Link Road and the Wakefield Eastern Relief Road) that there will be a high demand and strong competition amongst engineering contractors to secure the contract for the construction of this scheme.

#### Bus Journey Improvement scheme:

The current preference is to split the delivery of the work packages within this scheme between in-house resources and contractors. Those aspects of the work that fall within the remit and capability of in-house teams would be delivered internally, with the remaining elements being delivered by contractors. Contractors will be procured via existing frameworks including the WYCA Framework, YORtender, mytenders and Districts' own local frameworks.

For bus shelter works, works will be procured via existing maintenance and capital improvement frameworks WYCA have in place through our Facilities and Assets team

Works within the bus station work package are likely to be delivered through arrangements similar to that currently adopted on our Safety, Accessibility and Environment Programme project. The Main Contractor will be appointed via the existing Scape framework and once appointed, they will supply at least 3 quotes from manufacturers/suppliers for each of the outputs

### **Set out how you plan to deliver the bid**

A detailed delivery plan, including milestones for work packages and key stages in development of each of the three schemes, is set out in Table D of the Costings and Planning Workbook. This sets out build and construction phases, and approval points ('stage gates') relating to scheme development as the schemes progress through the Assurance Framework, demonstrating how delivery of the component schemes in this bid will be achieved within the timescales required.

A summary of key milestones and activity is below:

#### Targetted corridor scheme - A639 Park Road

- Work has already been undertaken on the Outline Business Case (OBC) for the A639 scheme and has been submitted into the assurance process. Approval is expected in Q2 2022/23
- Work is expected to commence on the FBC once the OBC has been approved. The FBC is expected to be submitted into the assurance process in Q2 2023/24 and works expected to commence on statutory undertakers assets during Q4 2023/24
- Main construction works are expected to commence Q2 2024/25 for an estimated duration of 8 - 9 months with a forecast completion by the end of the 2024/25 financial year.

#### Targetted corridor scheme - A629 (North):

- Work is already underway on developing the Full Business Case (FBC) and is expected to be submitted into the assurance process Q1 2023/24
- Works are expected to commence on site during Q3 2023/24 for a duration of 5 months with works forecast to complete by the end of the 2023/24 financial year.

#### Bus Journey Improvement scheme:

- This scheme involves a number of work packages and dates and durations relating to stages and milestones are shown for individual work packages in the Costings and Planning Workbook delivery milestones.
- The bus station and bus stop work package Full Business Case is expected to be developed by August 2023, with works expected to be complete in December 2024.
- The bus journey delay reduction works as part of the Bus Service Infrastructure Improvement Scheme are a range of small-scale interventions that can be fast-tracked utilising the Business Justification pathway in the Assurance Framework. This means that they are packages that can be deployed flexibly during the funding period to match resourcing and other complementary local interventions on a

rolling basis.

- The schemes still require development work and approval through the assurance framework during 22/23 and early 23/24 ready for delivery on site primarily during 23/24 for the schemes requiring minor site works with the remainder of the schemes requiring additional traffic modelling and stakeholder engagement in 24/25.
- The team who will be undertaking the safety, accessibility and efficiency works are currently delivering a similar package of works which is due to complete in Q3 2022/23, at which point it is proposed they will pick up development of the business case for these works and embed any lessons learnt from the previous package of works.
- Based on the experience of the previous works it is likely to take 12 - 15 months to develop the Full Business Case and procure the relevant contractors through a newly established framework. This forecasts delivery to commence Q1 24/25 for an estimated duration of 9 months.
- This does take delivery completion into Q3 2024/25 - with potential to extend into Q4 2024/25. This package is made up of a large number of small scalable elements of work that can be run concurrently, so any risk to delivery within the LUF timescales can be managed if needed.

More information on resources and responsibilities is provided in a subsequent response on Governance but details are provided below on stakeholder engagement, monitoring and evaluation and benefits realization, and budget management and partner liaison.

Our well-established Consultation and Engagement Team has a proven track record of ensuring communities across West Yorkshire are engaged across our delivery programmes and wider policy making, and considering the interests and influences of stakeholders.

The consultation and engagement team will manage stakeholders and communications with key partners, supported by our delivery partners. This will be supported through stakeholder mapping to understand interests and influences across the different schemes and work packages. A detailed stakeholder engagement plan will be developed for the programme, building on stakeholder mapping and plans developed for individual schemes.

Through our interactive engagement hub, Your Voice (Your Voice ([westyorks-ca.gov.uk](https://westyorks-ca.gov.uk))), and dedicated resource, consultation is undertaken that is inclusive and transparent, publishing plans and engaging with communities at the earliest opportunity, whilst working with our district partners on the development and delivery of our materials widely available in different formats.

Progress on delivery of the programme and budget management will undertaken by the LUF programme delivery team and Combined Authority's Portfolio Management and Appraisal team (PMA) and overseen by the Programme Board.

At a Corporate level, the Portfolio Management and Appraisal Team is responsible for ensuring that all our programmes and projects adhere to the Assurance Framework and that the necessary systems and processes are in place to consistently manage funding effectively and ensure the successful delivery of the outcomes.

The PMA ensures:

- Greater control of programmes/projects, ensuring benefits are realised within set cost and time parameters;
- A process that will actively challenge programmes/projects as they progress through development and implementation;
- That the correct schemes are undertaken and that optimum value for the investment is achieved;
- Clear reporting, enabling informed decision making at all stages of a programme/project's lifecycle;
- All programmes/projects have appropriate, fit for purpose project control measures in place; and
- Better programmes/projects management and accountability through active support and guidance.

To ensure that the PMA has up to date, accurate and consistent information that is saved in one secure place, the Combined Authority implemented the Portfolio Information Management System (PIMS) in April 2018. This has made monitoring and reporting more consistent and comprehensive. It has and will continue to help ensure that projects are delivered successfully by giving delivery colleagues, the Leadership Team, partners and elected members accurate information to make informed decisions. It brings consistency and rigour to our programme and project management processes and, ultimately, ensure that the programmes/projects deliver and, ultimately, benefits the people that live and work in our region.

PIMS will be used by the component projects, with project managers using it to provide spend and project forecasts to make quarterly claims, capture the top risks and report on delivery progress. The system will ensure that we have accurate, up to date and transparent information about how all the projects and programmes are progressing.

The Project/ Programme Board will meet monthly to review highlight reports that are generated from the information put into PIMS on a monthly basis by the individual projects. The highlight reports will cover areas of time, cost, quality, scope, risks and issues, with items escalated on an exception basis and the top issues and risk reviewed.

The CA has established a Monitoring and Evaluation (M&E) team within our Research and Intelligence team, with dedicated experts that give us the capacity to develop and implement robust M&E plans across the LUF2 schemes, working with delivery planers.

The M&E team will put in place a framework that will establish the impact of the LUF2 interventions at a regional level and manage benefits realisation. This will enable us to ensure that expected benefits are realised and monitored, and contribute to any national monitoring required by DLUHC

Around 1% of individual scheme budgets will be allocated to M&E activities to support this activity. An initial baseline data collection exercise will be undertaken, followed by post implementation data collection at one and five years after schemes have been delivered.

Details of powers and consents obtained and needed for each scheme in the package are below. Where possible Compulsory Purchase Orders and land acquisition will be avoided, by re-allocating existing road space to encourage modal shift. Where land acquisition is necessary, this process will be managed by the District Partner delivering the scheme.

It is likely that Traffic Regulation Orders will be required for some schemes and this will be managed by the District Partner, utilising their powers as Highway Authority, along with the required Statutory consultation. Where Statutory Undertakers assets may be impacted or require diverting, it is expected that the District Partner will liaise with the Statutory Undertaker to ensure their assets are protected.

A639 Park Road:

Landownership:

Whilst the majority of the highway works are within the existing highway boundary, improvements to cycling facilities at the A639/Park Road roundabout to meet LTN1/20 standards will require the acquisition of third party land. The land acquisition requirements and approach are summarised below. Land owners will be engaged at the initial stages of FBC development to begin the land acquisition process.

[Redacted content]



[REDACTED]

Consents and permissions:

Permission is likely to be required for the widening of the A639 between the Park Lane junction and Princes Drive. For all other scheme elements, Wakefield Council can conduct the works without planning permission using its powers as Highway Authority. This will be confirmed with Wakefield Council's Planning Controls department during FBC development, and planning applications will be made prior to FBC submission.

### A629 North

Land ownership:

Whilst the majority of the highway works are within the existing highway boundary land acquisition will be required to implement the Valley Floor cycle route element of the scheme. The land acquisition requirements and status is summarised below.

[REDACTED]

[REDACTED]

Consents and permissions:

Traffic Regulation Orders (TROs) and Highways Act Consent

Traffic Regulation Orders will be required to deliver the following scheme elements:

- Shay Lane
- Old Lane and the cobbled track connecting Woodside Road to Old Lane
- Whitehill Road

Temporary TROs will be required during construction for the Old Lane cycle route. As Highway Authority for the scheme area, Calderdale can make the TROs under its own powers. The statutory processes relating to TROs will be undertaken during the detailed design stage and prior to construction commencing. Stakeholder engagement during the feasibility and preliminary design stages will seek to draw out issues and objections with the scheme promoter looking to overcome and / or mitigate these through the design process. It is envisaged that TROs will be sought as permanent restrictions through the process outlined above, but where appropriate the scheme promoter may seek to use temporary and / or experimental orders to test the impacts of the proposals.

The position in regard to any other statutory and other regulatory consents will be clarified prior to and included within the Full Business Case submission.

Planning Application

Planning permission will be required for the Valley Floor Cycle Route element of the scheme [REDACTED]

██████████ This process would begin as part of the development of the Full Business Case.

Bus Journey Improvement Scheme:

No additional powers or consents are expected to be required to deliver the work packages in this scheme, which involve work either:

- on the public highway for which partner councils and the Combined Authority have relevant powers to undertake as highways and local transport authorities respectively, (including installation of bus stops and shelters and works to deliver improvements to the highway to address delay to buses)
- at bus stations where planned works are within permitted development rights and will not require planning permission.

### **Demonstrate that some bid activity can be delivered in 2022-23**

A639 Park Road:

OBC is currently going through the assurance process which should mean that by the time of the LUF2 funding announcement work will be able to commence on developing the FBC during the remainder of 22/23.

A629N Orange Street:

Since the OBC was approved for this scheme by the Combined Authority in February 2022, work has been on-going with Calderdale the transport consultant already engaged to develop the FBC with Calderdale, to scope out the activities required to develop the Final Business Case for the scheme during the remainder of 22/23.

Bus Journey Improvement scheme - Bus Delay Reduction workpackage:

Works will be limited to the respective Highway Authorities developing the design and working up the business justifications for submission into the assurance process. Some of the less complex schemes may be able to be fast-tracked for delivery in 22/23 but is dependent on the timing of the confirmation of the LUF2 funding. At present, the assumption has been made that delivery will not commence until 23/24.

The activities forecast to be undertaken for FBC development of the above scheme during the 22-23 financial year include:

- Traffic Modelling
- Site surveys
- Detail Design
- Road Safety Audit
- FBC drafting

- Land negotiations (if required by final design)
- Planning application (if required by final design)
- Stakeholder consultation and engagement
- Pre-scheme surveys for monitoring and evaluation

Bus Journey Improvement scheme - Bus stations and bus stops safety, accessibility, and efficiency improvements work package:

The main activities for 22/23 will be to commence work on the business case to FBC and procure new framework contracts to deliver the works, building on work already undertaken to develop business cases, procurement and contractor engagement and contract management arrangements for similar projects.

Risk Management: Set out your detailed risk assessment

The Combined Authority is constantly learning lessons from our delivery experience, especially our recent experiences through the West Yorkshire plus Transport Fund, Getting Building Fund, and Transforming Cities Fund. This experience alongside implementing our Corporate Risk Management Strategy (see Appendix 12 ), project deep dives and monthly highlight reporting are used to manage and develop plans to mitigate delivery risks.

Throughout the delivery of schemes, we work closely with our Delivery Partners to minimise risk and enhance delivery through embedding lessons learnt and utilising emerging technology and construction techniques. Our Assurance Framework also sets out how risk is assessed and allocated as scheme business cases progress through the Assurance Process and approvals. Risks will be allocated or escalated within the Governance structure (Project, Programme, Corporate) to ensure it is managed and mitigated at the correct level. Main risks will be reported on monthly to the relevant Board, with regular risk reviews held at a local project level.

The Combined Authority risk management process is complimented by the Risk Management Frameworks adopted by our District Partners as part of their corporate requirements ensuring a layered, strength in depth, approach to risk management.

A risk assessment has been undertaken for this bid, the outcome of which can be found in the attached Risk Register and key risks highlighted in Appendix 10. The package risk register incorporates key risks identified in individual risk registers developed for each component project.

In compiling the LUF2 submission, the top 10 risks and proposed mitigation have been identified for the bid. This can be found in appendix 10, table 10.1. Going forward, the LUF2 Programme Manager will be responsible for the risk register ensuring its integrity going forward by keeping it updated and monitoring the progress and effectiveness of mitigation actions.

Risk Registers will be reviewed monthly as part of the monthly reporting cycle, with more in depth reviews undertaken every quarter or at a change in risk profile e.g. stage gate.

The risk registers for the A629 North and A639 Park Road scheme have been provided by the project teams and the risk register for the Bus Journey Improvement scheme builds on our current Safety, Accessibility and Efficiency Programme which is delivering works of a similar type. The scheme Project Manager will be responsible for the risk register ensuring its integrity going forward by keeping it updated and monitoring progress of mitigation action owners.

Highways construction projects share similar risk profiles with many of the project risks common across the highways schemes in West Yorkshire, however, several project specific risks which, although not unique, are of particular significance to each component project have been identified in tables 12.1, 12.2, 12.3 and 12.4 in Appendix 12.

**Provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature**

The West Yorkshire Combined Authority has an established Delivery Directorate of over 100 project professionals working alongside our District Council Partner delivery teams, which will be enhanced through the framework agreements we have in place with consultant partners to flex our resource capacity to meet the needs of the Programme.

The Combined Authority and our District Council Partners adopt and apply the PRINCE2 and Managing Successful Programmes (MSP) methodologies in managing and delivering our programmes and projects. The Combined Authority collaboratively work with our District Council partners, transport operators and other Delivery Partners (e.g. Network Rail and National Highways) to develop and deliver the schemes put forward.

The Combined Authority has a proven track record of successfully delivering major scale transport investment programmes, delivering capital expenditure of more than £314 million (subject to audit) developing and delivering its projects in 2020/21. This is the highest level of expenditure achieved by the Combined Authority to that period by almost double any previous year.

This track record of delivery helps demonstrate the Combined Authority and its partner councils' development activities and implementation of resources are maturing into the delivery of planned programmes and we have the capacity to deliver significant programmes of transport improvements being well placed to continue to build on delivery successes from 22/23 onwards.

Our District Partners, as the Highway Authority, have significant experience in delivering major highways projects within their District, examples include:

- Glasshoughton Southern Link Road: new road linking A6539 and A639 to provide traffic relief to improve access to leisure/retail areas in Glasshoughton from Normanton and unlock the delivery of 1,300 homes in southern Castleford. Cost £5.9m (Wakefield).

- A629 Phase 1A Salterhebble to Shaw Hill: Highway and junction improvements along a 3km stretch including facilities for pedestrians, cyclists and public transport. Cost £8.5m (Calderdale)
- East Leeds Orbital Route (ELOR): Includes a new 50mph dual carriageway route of 7km connecting from the Outer Ring Road at Red Hall to the east side of Leeds joining the Manston Lane Link Road. Operational improvements to the outer ring road and addition of improved cycling and walking provision. Cost £147m (Leeds)
- Hard Ings Road (A650 Keighley): provided additional lanes on approaches to roundabouts, installed traffic signals, created signalised junctions with pedestrian and cycle crossing facilities as well as crucial changes to junctions along the route to alleviate the pinch points and pressure that the area was suffering from Cost - £9.3m (Bradford)

The Combined Authority also has significant experience in delivering key projects that improve the bus user environment for the residents of West Yorkshire:

- Safety, Accessibility and Environment Programme which is a £1.9m scheme delivering safety items across 10 bus stations.
- Leeds Network Navigation Project: £1.8m scheme introduced new bus maps and improved bus stop infrastructure to improve wayfinding throughout Leeds District. This required close working with the Bus Operators and Leeds City Council.
- Complete rebuild and transformational refurbishment to bus stations in Halifax, Huddersfield
- Significant refurbishment to Leeds bus station as part of LPTIP. Historically, we have also delivered a new bus station at Castleford, and significant refurbishment schemes at several other locations. Delivering a refurbishment or rebuild scheme in a live bus station environment requires detailed and careful planning, with specialist knowledge and experience, which the teams has built up over the years.

A compilation of case studies across our portfolio of schemes can be found in Appendix 13.

We have recently undertaken a resource audit to identify our anticipated resource and skillset needs over the five-year period 22/23 - 27/28 and are currently putting in place resourcing plans to enable a balance of resources and capacity across the Combined Authority and its District Partners.

The following options are available to ensure sufficient capacity and skillsets are available to deliver the LUF2 programme.

Existing resource:

Where capacity and the skillsets exist, the schemes will be resourced in the first instance by utilising existing resource. This is the current anticipated approach for the A629N and A639 schemes as they already have project resources assigned to them to develop the business cases and this work is on-going.

The Combined Authority has a constant rolling programme of investment as previous funding programmes or projects complete delivery and new funding streams come on line. It is anticipated that the project resource working on our existing bus safety, accessibility and efficiency programme (£2m) that is due to complete this Autumn will transition onto the similar package of works proposed through the LUF2 submission, should the bid be successful. The advantage of this is that they can bring the knowledge and experience straight into the LUF2 scheme.

New resource:

Any resource/skillset need that can't be met from existing resources will need to be recruited. The following factors will need to be considered:

- Timing of resource need to ensure recruitment occurs in a timely manner so that the resource is available when needed to support programme delivery;
- Market conditions and ability to attract suitable candidates

Consultancy support - The Combined Authority and our District Partners have a number of frameworks in place with consultants to provide consultancy services and resources. These could be utilised in specific circumstances:

The diagram in Appendix 14 provides an indication of how the work packages will be allocated between the Combined Authority and its District Partners, with the legal and governance arrangements covered elsewhere in this submission.

Set out what governance procedures will be put in place to manage the grant and project

As a Combined Authority managed package, grants and projects will be managed through our Assurance Framework which constitutes our Integrated Assurance and Approval Plan. There will be package specific governance structures put in place to manage this programme and the grant in detail. Details of both are provided below.  
Assurance Framework:

The West Yorkshire Combined Authority Assurance Framework, available in Appendix 10, forms our Integrated Assurance and Approval Plan and sets out the arrangements that the Combined Authority has in place to ensure that public money is managed effectively. It explains how the Combined Authority identify, appraise, and evaluate schemes to achieve value for money. The Assurance Framework covers expenditure on programme and schemes funded by Government or local sources in the Leeds City Region.

The purpose of the Assurance Framework is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of outcomes and ambitions of the Combined Authority. Its focus is to ensure that necessary practices and standards are implemented to provide HM Government, the Combined Authority, the LEP and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money.

The Assurance Framework sets out the arrangements covering Governance; Decision Making; Transparency and Accountability; Local Engagement and Partnership Working; Assurance around Programme and Project Delivery; and Monitoring and Evaluation.

The Seven Principles of Public Life underpin the Assurance Framework to ensure that the Combined Authority, their Members and Officers are upholding the highest standards of conduct and ensuring robust stewardship of the resources they have at their disposal.

The Assurance Framework will be applied to the LUF2 Programme and its constituent projects. The three-stage system for project control looks to deliver value for money in a transparent and accountable way. Each stage is made up of a number of activities, with further details available in the Assurance Framework. Section 7 of the Assurance Framework outlines how it is used in the development and delivery of project and programme investments, covering the various stages and activities, how the appraisal is undertaken, and independence maintained, the decision making process and the controls on approvals put in place.

The Assurance Framework is a key mechanism to ensure that robust systems and processes are in place to support the developing confidence in delegating funding from Government to the Combined Authority. The Assurance Framework is viewed as an essential part of good practice and of the development of a mature partnership that can increasingly be trusted by the public and by Government for the Combined Authority to make its own investment decisions. The Assurance Framework, which was established in 2014, was assessed and endorsed by Government in February 2021, as part of the devolution settlement, with comments made that it was of high quality and an exemplar framework.

Programme Board:

A Programme Board with SRO will be established to oversee the LUF2 Programme. Any submission to the Assurance Process must be endorsed by the Programme Board to ensure it aligns with the Levelling Up Fund objectives and funding requirements. Depending on the approvals granted through the Assurance Framework, powers may be delegated to the Programme Board, with set parameters and tolerances, to operate the LUF2 Programme, however individual projects will still be subject to review through the Assurance process during their lifecycle.

The schematic in Appendix 14 illustrates the hierarchy of Governance arrangements through the LUF2 Programme.

Parallel approvals will also be required from partner council executive boards, including approvals of any matched funding. Each partner council in its capacity as highway, transport or planning authority will, through its executive board, consider the strategic investment decisions, providing appropriate endorsement to strategic decision making and proposals and to ensure appropriate elected member input to the development and delivery of schemes. All partners are familiar with this twin-tracking approvals approach for Combined Authority managed funding and has been successfully utilised to date.

## Quality Management:

It is essential that WY Combined Authority demonstrates compliance in key areas of delivering high quality infrastructure, including compliance with guidance in LTN1/20 and Bus Back Better and our Public Sector Equality Duty.

The Quality Management function (shown in Appendix 14) will be based around a Quality Management Strategy that includes a Quality Panel Process that will support the wider decision-making processes of the West Yorkshire Combined Authority Assurance Framework.

The quality management process brings the following benefits:

- Support to delivering Partners on quality in developing their schemes;
- Provides a mechanism to highlight potential quality issues at an early stage of the development of a scheme;
- Work together to identify solutions for areas where challenges exist to deliver a solution in line with the standards;
- Minimise rework, therefore reducing development cost and time;
- Sharing of best practice and lessons learnt to support development of high-quality schemes; and
- No surprise at the assurance stage, with a position on design quality clear to the appraiser and decision makers.

## **If applicable, explain how you will cover the operational costs for the day-to-day management of the new asset/facility once it is complete to ensure project benefits are realised.**

The various packages of measures taking place on existing highway will give rise to a marginal additional revenue liability for capital renewals and maintenance, for which the District Councils are responsible for on-going maintenance as the Highways Authority. Operation and maintenance liabilities for the highway assets will be undertaken by the respective District Council (Bradford, Calderdale, Kirklees, Leeds, or Wakefield). These costs will be marginal relative to the Council's overall ongoing highway maintenance and operations responsibilities due to the small increase in highway assets created by the schemes, relative to the significant extent of the Councils existing highway network. These costs have not been included in the overall capital cost estimates, as they will be covered by the Highway Authorities maintenance and operations budget most of which is granted by the Combined Authority.

Similarly for bus station and bus stop infrastructure packages, the on-going maintenance and operation costs are the responsibility of the Combined Authority and covered by the Combined Authority's maintenance and operations budget.



Maintenance activities have been accounted for in the economic case only and therefore have been factored into the scheme's economic appraisal.

The schemes will not directly generate any revenues as no user charging, tolls or subsidy will be created or removed, and so there is no revenue risk associated with the schemes.

### **Upload further information (optional)**

#### **Set out proportionate plans for monitoring and evaluation**

The West Yorkshire Levelling Up - Bus Enhancement Package has the overall objective to : 'improve the transport user environment for all points on a 'journey' by delivering stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire.'

The aim of the monitoring and evaluation (M&E) activity is to assess the role of the package in terms of removing barriers to travel in West Yorkshire, improving connectivity and accessibility to opportunities in terms of jobs and training for residents, particularly in areas of deprivation. Objectives include:

- testing the rationale for the interventions,
- considering effectiveness of delivery (including innovation),
- examining performance against targets,
- assessing the resulting economic and wider impacts.

The evaluation will consider the extent that the programme has held true to the theory of change, and include both formative and summative elements.

Outline of approach:

A detailed monitoring and evaluation plan will be developed prior to the commencement of the project package. This will build on the package theory of change to establish a set of monitoring indicators that will be required to provide a baseline, enable collection of data at multiple points throughout the package project cycle, and answer the evaluation questions including the assessment of value for money.

An indicator handbook for the indicative outcomes described in the ToC will be prepared outlining indicator definition, data sources, frequency of collection and data collection and reporting responsibilities. The evaluation plan will also outline the type of evaluation required, key evaluation questions, available monitoring data, timescales and suggested research methods of evaluation activities sufficient to prepare a brief for external evaluation consultancy support as necessary.

It is anticipated that a package level evaluation will be completed, with assessments of three individual package elements contributing. Appropriate guidance will be followed including HM Treasury Magenta book.

Governance arrangements:

Key stakeholders will be appointed to an M&E Steering Committee with membership including the official partners with both strategic and operational responsibilities, as well as independent topic/method expertise as required. Other individuals, groups, and organisations that have an interest in the project and/or are interested in the process or in the results of the evaluation itself will be engaged in a number of ways to provide feedback through, for example, the dissemination of reports, and ad hoc community meetings.

Key evaluation and learning objectives include:

- Assessing the rationale for intervention and the extent to which activities are helping to overcome the underlying rationale:
  - o Including assessment of the market failure rationale for the interventions and the extent to which, and how, this has been addressed. This will include revisiting the economic narrative/ modelling carried out within the business case development.
  - o The evaluation will also consider the equity rationale and the extent to which the package has helped address the areas economic, social, health and environmental challenges (e.g., the distributional aspects of improved economic performance, social outcomes and health outcomes. In particular, how these relate to the immediate localities benefiting from the projects as well as wider regional benefits).
- Assessing the strategic fit and contribution:
  - o Making direct assessment of fit and contribution to strategy objectives (e.g., removing barriers to travel in West Yorkshire, improving connectivity and accessibility to opportunities in terms of jobs and training for residents, particularly in areas of deprivation).
  - o This also includes extent to which objectives and targets have been achieved.
  - o Considering the relationship between the project and that of wider initiatives within the WY Combined Authority area.
- Reviewing project inputs and activities:
  - o Focused on the key financial inputs from WY Combined Authority and partner bodies (including LUF).
  - o The activities will also be reviewed and quantified with exploration of the extent to which they are supporting the projects in meeting their objectives.

- o Context and description of reasons for achievement or non-achievement of targets will be included.

- o There will also be consideration of activities in terms of:

- o Perceptions of project success, user satisfaction, strengths and weaknesses and contribution to strategic objectives.

- o Assessment of the usage and satisfaction levels with the services provided.

- o Determining a ranking for which services are perceived as most valuable to the users.

- Review project delivery processes (management, governance, partnerships, monitoring processes, etc), including:

- o Adherence to approval best practice.

- o Operational arrangements for delivery including overall governance and day to day project management.

- o Partnership working and how this has facilitated project progress.

- o Effectiveness of ongoing monitoring and evaluation procedures and extent to which ongoing monitoring and review have impacted project delivery.

- Reviewing outputs and outcomes from project, including:

- o Articulating key tangible and intangible benefits (with appropriate quantification and description as appropriate).

- o Consideration will also be given to the extent to which these outputs and outcomes flow through to the generation of impacts.

- Assess project impact including:

- o A full and detailed evaluation of the actual and forecast gross and net economic impacts (including a proportionate assessment of the counterfactual), following appropriate guidance.

- o Assessment of the overall value for money commenting on the effectiveness of the project including:

The assessment of impact ratios for benefits relative to costs.

- Draw out lessons and make any recommendations for further potential project phases and wider WY Combined Authority activity:

- o With reference to the following questions:

- o What developments or modifications should be made to the project, its operation and delivery for the future?

- o What level of resources should be directed towards the project in the future?

What user segments are relevant for the future?

o In addition, key learning from the project will be considered including:

Highlighting what works well and what doesn't work so well.

Highlighting any transferable learning i.e., learning that could be transferred into

other projects or programmes or could have an impact on future strategy or policy.

Key components and deliverables:

- Baseline analysis.
- Monitoring.
  - o Routine data collection of indicators.
- Strategic review.
  - o An early assessment sufficiently soon after start date to allow intervention changes if needed e.g., 1 year from the intervention start date.
  - o Assessment of process efficiency (administrative, managerial, technical).
  - o Review of monitoring data.
  - o Qualitative assessment of strategic fit and rationale of project.
- Interim evaluation.
  - o c2-3 years into intervention delivery.
  - o As above, plus assessment of qualitative and quantitative achievements in terms of outputs and immediate benefits against the main intervention objectives.
  - o May include independent review.
- Full evaluation.
  - o Following a sufficient period after intervention start to capture the significant intervention benefits (e.g., 5 years+).
  - o As above, plus assessment of the additionality of outputs and the wider intervention outcomes and impact.
  - o Qualitative and quantitative assessment of effects of the intervention against the main project themes.
  - o It is intended that the full evaluation includes independent review. Timing and funding responsibilities: Monitoring arrangements to March 2025, strategic review and interim evaluation to be met by LUF funds and within appropriate time period (end Mar 2025). Full evaluation to be completed using Gainshare funds (5 years+). Total fund assigned for M&E of £500k. A

management response will be prepared to the main findings, conclusions and recommendations of key M&E outputs. Summary of key outputs, outcomes and impacts:

## Outputs

- 1. Bus journey improvements.
  - o Bus hotspot improvements.
  - o Bus station improvements.
  - o Bus stop improvements.
- 2. A629 North improvements.
  - o New high quality cycle route (km).
  - o New pedestrian and cycle crossings.
  - o Improved and widened footways and footpaths.
  - o Aesthetic enhancements incl. street lighting, landscaping.
  - o Traffic calming / speed reduction measures/ behavioural deterrents .
- 3. A639 Park Road Improvements.
  - o New high quality cycle route (km).
  - o New pedestrian and cycle crossings.
  - o Improved and widened footways, footpaths, cycleways.
  - o Improved and widened roads.
  - o Improved operation of with bus priority technology.
  - o New cycle parking facilities.

## Short-term Outcomes:

- 1. Bus journey improvements:
  - o Increased take-up of public transport.
  - o Reduced travel time to nearest significant urban centre.
- 2. A629 improvements:
  - o Increase in people walking.
  - o Increase in cycling.
  - o Increase in people using buses.
  - o Improved air quality.
  - o Reduction in road traffic accidents.

- 3. A639 Improvements:
  - o Increase in people walking.
  - o Increase in cycling.
  - o Increase in people using buses.
  - o Improved air quality.
  - o Reduction in road traffic accidents.

Intermediate-term Outcomes:

- 1. Bus journey improvements:
  - o Crime reduction.
- 2. A629 North improvements:
  - o Increased take-up of public transport.
  - o Increased take-up of active travel.
  - o Reduced travel time to nearest significant urban centre.
  - o Increased physical activity levels.
  - o Modal shift.
  - o Reduced particulate emissions.
  - o Reduced carbon emissions.
  - o Reduced noise in sensitive areas.
- 3. A639 Park Road Improvements:
  - o Increased take-up of public transport.
  - o Increased take-up of active travel.
  - o Reduced travel time to nearest significant urban centre.
  - o Increased physical activity levels.
  - o Modal shift.
  - o Reduced particulate emissions.
  - o Reduced carbon emissions.
  - o Reduced noise in sensitive areas.

Impacts:

- 1. Bus journey improvements:
  - o Improved economic performance including:

Improved GVA per hour;  
Improved median pay; and,  
Improved employment rates.

- 2. A629 North improvements:
  - o Improved economic performance including:
    - Improved GVA per hour;
    - Improved median pay;
    - Improved employment rates;
    - Reduced absenteeism
  - o Improved social outcomes including:
    - Improved healthy life expectancy
    - Improved well-being
  - o Improved health outcomes including:
    - Improved healthy life expectancy
    - Improved well-being
- 3. A639 Park Road Improvements:
  - o Improved economic performance including:
    - Improved GVA per hour;
    - Improved median pay;
    - Improved employment rates;
    - Reduced absenteeism
  - o Improved social outcomes including:
    - Improved healthy life expectancy
    - Improved well-being
  - o Improved health outcomes including:
    - Improved healthy life expectancy
    - Improved well-being

## **Section 9: Declarations**

### **Senior Responsible Owner Declaration**

**Upload proforma 7 - Senior Responsible Owner Declaration**

[LUF Round 2 Proforma 7 SRO Signed.pdf](#)

### **Chief Finance Officer Declaration**

**Upload proforma 8 - Chief Finance Officer Declaration**

[LUF Round 2 Proformas 8 CFO Signed.pdf](#)

### **Publishing**

**URL of website where this bid will be published**

<https://www.westyorks-ca.gov.uk>

### **Additional attachments**

#### **Additional file attachment 1**

**Upload attachment**

[Appendix 5 - Section 6 Map and figures pack.pdf](#)

#### **Additional file attachment 2**

**Upload attachment**

[Appendix 6 - OAR.pdf](#)

#### **Additional file attachment 3**

**Upload attachment**

[Appendix 8 - LUF2 Alignment with WY Investment.pdf](#)

#### **Additional file attachment 4**

**Upload attachment**

[Appendix 10 - Risk and Assurance- Integrated Assurance and Approval Plan.pdf](#)

#### **Additional file attachment 5**

**Upload attachment**

[Appendix 11 - West Yorkshire CA Procurement Strategy and TOMS.pdf](#)

#### **Additional file attachment 6**

**Upload attachment**

[Appendix 12 - Risk Management Strategy and scheme risks.pdf](#)

#### **Additional file attachment 7**



**Upload attachment**

[Appendix 13 - Delivery track record.pdf](#)

**Additional file attachment 8**

**Upload attachment**

[Appendix 14 - Governance, role profiles and quality structure.pdf](#)

**Additional file attachment 9**

**Upload attachment**

[Appendix 15 - Theory of Change.pdf](#)

**Additional file attachment 10**

**Upload attachment**

[Appendix 16 - Holly Lynch MP Formal support.pdf](#)

**Additional file attachment 11**

**Upload attachment**

[Appendix 17 - MP Letters of Support.pdf](#)

**Additional file attachment 12**

**Upload attachment**

[Appendix 18 - Bus Operators Support letters.pdf](#)

## **Annex A**

### **Project 1 Name**

A639 Park Road

### **Provide a short description of this project**

The A639 improvement scheme in Pontefract and Castleford, the Five Towns area of Wakefield Metropolitan Borough Council, includes a proposed suite of interventions to the A639 Park Road corridor between Stuart Road in Pontefract and Junction 32 of the M62, as shown in Figure 1 below. The A639 plays a vital role in providing a reliable and seamless path for all transport users to move around the town, and forms part of the DfT Major Road Network (MRN), the TfNMRN and the WY Key Route Network (KRN).

### **Provide a more detailed overview of the project**

Delivery of the A639 Park Road corridor scheme is a key element of the strategy to provide the Pontefract and Castleford area with the infrastructure it needs to support growth and investment. It will enable the local road network to operate more efficiently by reducing congestion, improving journey times, and providing infrastructure to support modal shift towards more sustainable modes, in turn promoting associated health benefits provide capacity for growth. The preferred option comprises a range of interventions, shown in figure 2 and below.

- Improvements for cyclists and pedestrians at the A639 Park Road/Racecourse roundabout, including a new signalised parallel crossing, a new zebra crossing and new parallel priority crossings with improvements around the roundabout to meet LTN1/20 requirements;
- Widening the A639 to four lanes between A639/Park Lane junction and A639 Park Road/Princes Drive junction;
- New 3 metre segregated cycle track and improved walking facilities along the A639 Park Road between the A639/Park Lane junction and Princes Drive via the improved A639 Park Road/Racecourse roundabout;
- New bus signal priority measures at A639/Park Lane junction using bus detectors on the approach to the traffic signals;
- Upgrading the cycle route between A639/Park Lane junction and Glasshoughton Station/Retail Park/Xscape by widening the existing off road route through Pontefract Park to the M62 underpass to a 3 metre shared use track, improving surface quality and drainage, and providing lighting and CCTV along the length of the route;
- Creation of a segregated cycle and footway linking the A639/Park Lane junction to the Beechnut lane rail underpass to provide access to the existing signed route to Pontefract town centre via Stuart Road.
- Potential new cycle parking at Pontefract Racecourse

All three schemes within the package contribute to a central aim - to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes.

The schemes within the package combine to deliver inclusive growth and target those most disadvantaged by our current car-dominated transport system. The schemes are geographically dispersed but collectively contribute towards the integrity of the network.

### **Provide a short description of the area where the investment will take place for this project**

Pontefract is one of the Five Towns located in the east of the district, and its road network is currently dominated by private vehicles and effectively funnels traffic along bottleneck roads from all directions on approach to the town centre. The A639 Park Road is one of these congested roads, connecting Pontefract town centre to both the northern side of the town and one of the other Five Towns Castleford, as well as providing a strategic access route to/from the M62 and the north-east/north-west of England.

Many of the LSOAs surrounding the corridor have between 9% and 12% of residents reporting bad or very bad health compared to the national average of 6%. Those suffering from bad health are more likely to be impacted by the negative externalities associated with high volumes of traffic such as air pollution, noise pollution and severance.

Levels of deprivation along the corridor have been analysed using the Indices of Multiple Deprivation (IMO). The A639 corridors intersects with areas experiencing high levels of deprivation, as detailed within the IMO 2019. There are a number of key contributing factors that relate to the deprivation across the corridor, but one of the main reasons is the high level of unemployment bordering the corridor. Therefore, there is a clear need to increase connectivity in the vicinity of the scheme, not only between economically inactive areas and employment/education sites, but also to key services. Increasing connectivity and improving accessibility will help to reduce the levels and intensity of deprivation.

### **Transport project location details for this project**

Route: A639 improvement scheme in Pontefract and Castleford, the Five Towns area of Wakefield Metropolitan Borough Council, includes a proposed suite of interventions to the A639 Park Road corridor between Stuart Road in Pontefract and Junction 32 of the M62

### **Points of Interest near to the scheme:**

### **Current sites within the immediate vicinity of the scheme:**

Park Road Retail Park  
New College Pontefract  
Pontefract Racecourse

**Future sites within the immediate vicinity of the scheme:**

- Former Prince of Wales Colliery - housing site allocated for 150 homes;
- Carr Wood Road Industrial Estate - 16.5ha employment zone;
- Former Glasshoughton Colliery - 24ha strategic employment zone; and
- Tanshelf Industrial Estate - 6.4ha Special Policy Area allocated for mixed use regeneration.

**Further location details for this project**

**Project location 1**

**Postcode**

WF84QD

**Grid reference**

444650 422863

**Upload GIS/map file (optional)**

**% of project investment in this location**

28%

**Select the constituencies covered by this project**

**Project constituency 1**

**Select constituency**

Normanton, Pontefract and Castleford

**Estimate the percentage of this package project invested in this constituency**

100%

**Select the local authorities/ NI councils covered by this project**

**Project local authority 1**

**Select local authority**

Wakefield

**Estimate the percentage of this package project invested in this Local Authority**

100%

**What is the total grant requested from LUF for this project?**

£11,872,502

**What is the proportion of funding requested for each of the Fund's three investment themes?**

**Regeneration and Town Centre**

0%

**Cultural**

0%

**Transport**

100%

**Confirm the value of match funding secured for the component project**

£1,319,697

**Provide details of all the sources of match funding within your bid for this component project**

Match funding to be provided from the Gainshare Investment Funding

**Value for money**

The A639 Park Road project objectives are to:

- Reduce journey times and improve journey time reliability for sustainable mode users along the corridor.
- Support future residential and employment developments adjacent to the corridor.
- Encourage modal shift towards public transport and active modes improving physical health and wellbeing.
- Improve air quality by reducing emissions along the corridor including in the M62 AQMA.
- Enable inclusive growth through improved access to employment, education, and skills opportunities.

As such the impacts of the project are centred around expected uplift in public transport and walking and cycling with corresponding impacts, such as mode shift away from the private car and better air quality, improvements in health and wellbeing, reduced CO2 emissions and growth to the economy by providing increased connectivity to opportunities along the corridor.

Bus users are expected to benefit from signal priority measures at the A639/Park Lane junction with further mode shift from car to bus.

Widening the A639 to four lanes between A639/Park Lane junction and A639 Park Road/Princes Drive junction creates additional space for sustainable modes without impacting on existing highway users.

Standard transport assessment tools were used to quantify most benefits:

- TUBA is used to assess travel times, vehicle operating costs and indirect tax revenues on existing highway users over a standard 60-year appraisal period. The impact on existing highways users is beneficial given the lane widening to increase road space for all modes of travel.
- AMAT is used to assess the benefits accruing to walkers and cyclists, primarily providing physical activity and journey quality benefits over a 60-year appraisal period. AMAT also provides estimated benefits to congestion, greenhouse gas emissions, air quality and noise. Evidence from economic appraisal indicates the scheme has potential to generate around 26%-51% increased daily cycling trips and 20%-45% increased daily walking trips.
- A bespoke spreadsheet model is used to assess the impact on bus users due to changes in journey time. Bus users benefit from priority measures at junctions. The reduction in bus journey times means new bus users are expected with benefits subject to the 'Rule of Half'. The mode shift from cars generates net operator revenue benefits (compared to vehicle operating costs) and reduced congestion captured through the marginal external costs method described in TAG. The appraisal indicates the potential for an additional 2,00 bus trips per year.
- Construction delays are monetised in a spreadsheet appraisal informed by strategic model outputs.
- Change in expected accidents are assessed in COBALT.
- Highways greenhouse gas emissions, air quality and noise impacts are assessed in TAG worksheets.

The present value of benefits in a 2010 price base as is standard for transport assessment and in a 2022 price base.

Impacts (2010 prices and values, 2022 prices and values):

Commuting Travel Time Benefits: £4,092,747, £7,849,070

Other User Travel Time Benefits: £5,723,712, £10,976,935

Business User Travel Time Benefits: £2,270,162, £4,353,717

VOC Benefits: £126,564, £242,724

User Charges: £4,498, £8,626

Revenue: £66,081, £126,730

Construction Delay Benefits: -£32,706, -£62,724

Maintenance Delay Benefits: n/a, n/a

Journey Quality: £286,300, £559,618

Physical Activity: £3,375,800, £6,598,531

Indirect Tax Revenues: -£139,490, -£272,655

Accident Benefits: £1,100,667, £2,078,909

Greenhouse Gas Emissions: £260,872, £491,927

Air Quality: -£119,237, -£233,257

Noise: £423,477, £810,196

Total PVB (2010 prices and values): £17,718,427

Total PVB (2022 prices and values): £33,981,089

### **BCR and value assessment**

**If it is not possible to provide an overall BCR for your package bid, explain why below**

Not applicable - an overall package BCR is provided.

### **Benefit Cost Ratios**

#### **Initial BCR**

2.22

#### **Adjusted BCR**

2.22

### **Non-monetised benefits for this project**

Non-Monetised social impacts have been assessed in line with TAG qualitative worksheets, the following impacts have been considered:

- Journey Quality - slight beneficial for car drivers due to increased road space reducing driver frustration, improved quality of ride for bus passengers and reduced fear of accidents for cyclists and pedestrians from better infrastructure, crossings, and cycle parking stands.
- Security - slight beneficial due to provision of new lighting and CCTV.
- Access to Services - slight beneficial due to reduced journey times and improved journey time reliability.
- Affordability - slight beneficial due to reduced vehicle operating costs.
- Severance - slight beneficial due to improved crossing provision for pedestrians. The impact to the environment in terms of landscape, historic environment, biodiversity and water environment was scoped and all impacts are expected to be neutral.

Social distributional impact screening was undertaken to scope the impact on different social demographics. The impact of the project is positive for all social groups for all impacts assessed with the exception of noise where the most deprived communities are experiencing an increase in noise levels.

Given the size of the scheme journey time impacts it is assumed that any wider economic impacts such as agglomeration will be slight and so have not been quantified. However, any wider economic impacts will follow the same pattern as the overall TUBA journey time benefits and therefore the project would have a positive wider economic impact.

**Does this project include plans for some LUF grant expenditure in 2022-23?**

Yes

**Could this project be delivered as a standalone project?**

No - the project needs to be part of the overall bid

**Demonstrate that activity for this project can be delivered in 2022-23**

This is outlined in more detail in Table D of the Costings and Planning Workbook.

FBC Development

Update ASR and economic case

Detail design and traffic modelling

Public and Stakeholder Engagement

Begin to establish Planning Approvals (if required by final design)

Begin to establish Land Approvals and Procurement (if required by final design)

Full Project Costing

Begin Statutory Undertakers Asset Protection (Design & Procurement)

Procure/install pre-scheme monitoring

Statutory Powers and Consents

**List separately below each power/consents etc. obtained for this project**

n/a

**Upload content documents (optional)**

**Outstanding statutory powers/consents**

Traffic Regulation Orders (TROs) and Highways Act Consent

Traffic regulation orders will be required to deliver improvements to public transport, walking and cycling provision to introduce new facilities. In particular, existing TROs for the A639 will need to be modified and new orders produced for the Pontefract



Park and A639 cycle routes. Temporary TROs will be required during construction, while permanent TROs will be required for scheme opening.

As Highway Authority for the scheme area, Wakefield Council can make the TROs under its own powers.

These TROs will be developed during FBC development and will follow a statutory procedure comprising;

1. Consultation - comprising statutory consultees, affected stakeholders and the general public;
2. Advertisement of the TRO then takes place for a minimum period of 21 days;
3. Objections - when considering the objections, the senior officer must decide whether to allow the scheme to proceed, modify the scheme or abandon it. Certain types of TRO may automatically trigger a local public inquiry if objections are received; and
4. Making the order - the TRO can then be formally sealed and advertised as a made order with a date of implementation.

The statutory process above will be undertaken during the detailed design stage and prior to construction commencing. Stakeholder engagement during the feasibility and design stages will seek to draw out issues and objections with the scheme promoter looking to overcome and / or mitigate these through the design process. It is envisaged that TROs will be sought as permanent restrictions through the process outlined above, but where appropriate the scheme promoter may seek to use temporary and / or experimental orders to test the impacts of the proposals.

The position in regard to Statutory and other Regulatory Consents will be clarified prior to and included within the Full Business Case submission. As Highway Authority, the Council can use its own powers to work on existing adopted highway without statutory consents, and so does not require Highways Act Consent.

#### Land Acquisition

Whilst the majority of the highway works are within the existing highway boundary, improvements to cycling facilities at the A639/Park Road roundabout to meet LTN1/20 standards will require the acquisition of third party land. The land acquisition requirements and approach are summarised below. Land owners will be engaged at the initial stages of FBC development to begin the land acquisition process.

Element: Widening of the existing cycle route through Pontefract Park

#### Requirements

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

## Planning Application

Planning permission is likely to be required for the widening of the A639 between the Park Lane junction and Princes Drive. For all other scheme elements, Wakefield Council can conduct the works without planning permission using its powers as Highway Authority. This will be confirmed with Wakefield Council's Planning Controls department during FBC development, and planning applications will be made prior to FBC submission.

## **Annex B**

### **Project 2 Name**

A629 North Ogden to Orange Street

### **Provide a short description of this project**

Delivery of the A629 Orange Street roundabout to Ogden corridor scheme is a key element of the strategy to provide the north Halifax area with the infrastructure it needs to support growth. It will enable the local road network to operate more efficiently by reducing congestion, improving journey times, providing infrastructure to support improved safety and modal shift towards more sustainable modes allowing associated health benefits, and provide capacity for growth. It will also result in environmental benefits in respect to contributing to improved air quality and reduced traffic noise. The proposed scheme comprises pedestrian, cycling and bus-based improvements which address connectivity and severance issues along the A629 corridor with the aim of reducing journey delays for all road users.

### **Provide a more detailed overview of the project**

The A629 corridor links major housing areas in North Halifax to significant employment sites including Holmfield, Dean Clough, Halifax, Calderdale Royal Hospital and Lowfields Business Park Halifax is designated as one of the LCR's Local Economic Partnership Spatial Priority Areas where investment will be prioritised to maximise the economic, housing and regeneration growth within the Region. The scheme contains the following options which are shown in figure 1, alongside the ranking for level of ambition. Wrigley Hill road improvements - one way stretch at Whitehill Road preventing turning from A629 with improved crossings, pavements and signage, including speed activated warning.

A629 / Nursery Lane signals - Upgrades including bus priority and MOVA as well as new pedestrian crossings.

Orange Street Roundabout subway/footpath upgrade - Lighting, CCTV, signage and path upgrade to western side.

Bus priority at signals - A629 / Ovenden Way, A629 / Shroggs Road, and Cross Hills/ North Bridge junctions.

A629 Keighley Road cycle lane - 2km segregated lanes or quiet lanes utilising the Old Lane.

Valley Floor cycle route - From A629 along Old Lane to Mill lane then along the valley floor to Lee Bridge.

All three schemes within the package contribute to a central aim - to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West

Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes.

The schemes within the package combine to deliver inclusive growth and target those most disadvantaged by our current car-dominated transport system. The schemes are geographically dispersed but collectively contribute towards the integrity of the network.

### **Provide a short description of the area where the investment will take place for this project**

This scheme includes elements that stretch along the A629 in North Halifax, from Halifax center to Illingworth through Ovenden. Please note the More Ambitious option is included within the LUF2 package.

Calderdale district has a population of around 211,500 people where the economically active range (16-64) comprises approximately 60% of the district population, and 11.8% of this proportion are employment deprived. Improvements in north Halifax would support land allocated by the Calderdale Local Plan for approximately 12,600 residential units and over 97 hectares of employment land across Calderdale as well as the development and regeneration coming forward as part of the Halifax Town Centre Delivery Plan.

Calderdale is amongst the 30% most deprived Local Authority areas in the country as defined by the Index of Multiple Deprivation (2019). All wards along the section of the A629 in question are in the 4th or higher decile for deprivation with Ovenden being in the 1st decile.

These areas of deprivation coincide with areas of low car ownership, in particular central Halifax, Ovenden and Boothtown where over 50% of households do not own a car. This low car ownership in deprived areas where congestion impacts public transport reliability and active travel is unappealing deepens inequalities in the region. The A629 serves a genuine need to address multi modal connectivity in North Halifax and connect people via sustainable transport to emerging employment opportunities.

### **Transport project location details for this project**

Transport Route: A section of the A629 is in scope between the Orange Street Roundabout to the north of Halifax Town Centre and the junction with Whitehall Road.

Future Development:

New residential and employment developments set out in the new Local Plan for Calderdale district (draft: 2017) are forecast to increase demand on transport infrastructure in north Halifax.

Key future developments include:

1. LP1229 - Near Royd, Ovenden, Halifax

2. LP1216 - Land off Mill Lane and Old Lane, Boothtown, Halifax
3. LP0531 - Land off Whitehill Road, Keighley Road, Illingworth, Halifax
4. Holmfield Industrial Estate - Various developments totalling approximately 43,000 square metres of floorspace (LP1018, LP1217, LP1218, LP1219). Improvements in north Halifax would support land allocated by the Calderdale Local Plan for approximately 12,600 residential units and over 97 hectares of employment land across Calderdale as well as the development and regeneration coming forward as part of the Halifax Town Centre Delivery Plan.

**Further location details for this project**

**Project location 1**

**Postcode**

HX36TG

**Grid reference**

408637 426394

**Upload GIS/map file (optional)**

**% of project investment in this location**

18%

**Select the constituencies covered by this project**

**Project constituency 1**

**Select constituency**

Halifax

**Estimate the percentage of this package project invested in this constituency**

100%

**Select the local authorities/ NI councils covered by this project**

**Project local authority 1**

**Select local authority**

Calderdale

**Estimate the percentage of this package project invested in this Local Authority**

100%

**What is the total grant requested from LUF for this project?**

£6,710,249

**What is the proportion of funding requested for each of the Fund's three investment themes?**

**Regeneration and Town Centre**

0%

**Cultural**

0%

**Transport**

100%

**Confirm the value of match funding secured for the component project**

£2,000,000

**Provide details of all the sources of match funding within your bid for this component project**

Match from the West Yorkshire Transport Fund

**Value for money**

The project aims to make the highway on the A629(N) an appealing and safer environment for cycling and cyclists, reducing severance and road user conflicts for sustainable mode users along the corridor to facilitate better access to jobs, skills, and opportunities.

The estimated benefits of this scheme are centred around expected uplift in walking and cycling and corresponding impacts, such as mode shift away from the private car and better air quality, improvements in health and wellbeing, reduced CO2 emissions and growth to the economy by providing increased connectivity to opportunities along the corridor. Bus users are expected to benefit from junction priority measures with further mode shift from car to bus.

Standard transport assessment tools were used to quantify most benefits:

- TUBA is used to assess travel times, vehicle operating costs and indirect tax revenues on existing highway users over a standard 60-year appraisal period. The impact on existing highways users is adverse as increased priority is given to active travel and public transport. However, variable demand modelling was not applied, likely meaning that adverse effects to highway users are overstated.
- AMAT is used to assess the benefits accruing to walkers and cyclists, providing physical activity and journey quality benefits over a standard 20-year appraisal period. AMAT also provides estimated benefits to congestion, greenhouse gas emissions, air quality and noise.
- The benefits generated from public realm improvements are based on the Ambience Benefits Calculator (ABC) tool developed by Transport for London and adjusted to factors for Calderdale.

• A bespoke spreadsheet model is used to assess the impact on bus users due to changes in journey time. Bus users benefit from priority measures at junctions. The reduction in bus journey times means new bus users are expected with benefits subject to the 'Rule of Half'. The mode shift from cars generates net operator revenue benefits (compared to vehicle operating costs) and reduced congestion captured through the marginal external costs method described in TAG. The table shows the present value of benefits in a 2010 price base as is standard for transport assessment and in a 2022 price base.

Impacts (2010 prices and values, 2022 prices and values):

Journey Quality: £1,202,060, £2,316,669

Physical Activity: £2,722,353, £5,246,652

Indirect Tax Revenues: £72,054, £138,866

Accident Benefits: £28,282, £54,506

Greenhouse Gas Emissions: -£109,488, -£223,019

Air Quality: £33,622, £57,568

Noise: -£11,944, -£26,521

Economic Efficiency: Consumer Users (Commuting): -£217,253, -£418,701

Economic Efficiency: Consumer Users (Other): -£1,033,128, -£1,991,095

Economic Efficiency: Business Users and Providers: -£131,180, -£252,817

Total PVB (2010 prices and values): £2,555,379

Total PVB (2022 prices and values): £4,902,109

In addition to the quantified travel impacts, qualitative analysis was conducted on social impacts. The project will contribute towards improving accessibility to services in Halifax Town Centre Centre, including Halifax rail and bus stations, and local facilities around Shay Lane.

By providing a new toucan crossing and improvement to the urban realm for walking and cycling, the scheme will have a significant impact of reducing severance for all population demographics.

The impact to the environment in terms of landscape, townscape, historic environment, biodiversity and water environment was scoped and all impacts are expected to be neutral.

The scale of the project means no wider economic benefits are expected.

### **BCR and value assessment**

**If it is not possible to provide an overall BCR for your package bid, explain why below**

Not applicable - an overall package BCR is provided.



## **Benefit Cost Ratios**

### **Initial BCR**

0.49

### **Adjusted BCR**

0.49

## **Non-monetised benefits for this project**

Yes, due to the project focus on active travel and public realm improvements, many of the identified benefits are for the local communities, the environment, and also for the Halifax economy. The non-monetised benefits associated with this scheme positively impact society and the environment in northern Halifax. These non-monetised benefits include:

- Improved access and experience for walking and cycling along the A629N corridor.
- Improved access to local facilities and businesses around Shay Lane.
- Reduction of severance across the A629N benefitting walkers and cyclists, due to provision of a new crossing point.

These benefits are integral to the project logic map which sets out the context of the scheme, the inputs and outputs and then the outcomes (benefits) which are created as a result of the inputs and outputs. These outcomes also lead to impacts such as, a higher standard of living for residents due to the improvements in air quality and increase in active travel, physical health and wellbeing benefits.

Accident benefits are not monetised because the assessed change in vehicle kilometres is so small, however this is understated due to the lack of variable demand modelling. The proposed intervention will provide segregated cycling infrastructure providing greater safety for cyclists and pedestrians and less conflict with other road users. Adverse impacts on road users due to the scheme are considered negligible but are due to assumptions about the growth of future traffic and the lack of variable demand modelling which does not consider the potential impact of the scheme to create modal shift from private car to sustainable modes. Social distributional impact screening was undertaken to scope the impact on different social demographics, with benefits spread equitably.

## **Does this project include plans for some LUF grant expenditure in 2022-23?**

Yes

## **Could this project be delivered as a standalone project?**

No - the project needs to be part of the overall bid

## **Demonstrate that activity for this project can be delivered in 2022-23**

The following are tasks allocated to this period as shown in Table D of the Cost and Planning Workbook.

FBC Development

Update ASR and economic case

Detail Design and Traffic modelling

Public and Stakeholder Consultation and Engagement

Planning Approvals (if required by final design)

Land Approvals and Procurement (if required by final design)

Procurement | Agreement of target cost

Full project Costing

Pre-scheme monitoring

Statutory Powers and Consents

**List separately below each power/consents etc. obtained for this project**

n/a

**Upload content documents (optional)**

**Outstanding statutory powers/consents**

Traffic Regulation Orders

Traffic Regulation Orders (TROs) and Highways Act Consent Traffic Regulation

Orders will be required to deliver the following scheme elements: • Shay Lane • Old Lane and the cobbled track connecting Woodside Road to Old Lane (known locally as Donkey Hill) • Whitehill Road

Legal advice has been provided by Geldards regarding the need for a TRO on Donkey Hill, and the Borough Council of Calderdale (BCC) are in agreement that a TRO will be required at this location.

Temporary TROs will be required during construction for the Old Lane cycle route.

As Highway Authority for the scheme area, BCC can make the TROs under its own powers. These TROs will follow a statutory procedure comprising: 1. Consultation - comprising statutory consultees, affected stakeholders and the general public; 2. Advertisement of the TRO then takes place for a minimum period of 21 days; 3. Objections - when considering the objections, the senior officer must decide whether to allow the scheme to proceed, modify the scheme or abandon it. Certain types of TRO may automatically trigger a local public inquiry if objections are received; and 4. Making the order - the TRO can then be formally sealed and advertised as a made order with a date of implementation. The statutory process above will be undertaken during the detailed design stage and prior to construction commencing.

Stakeholder engagement during the feasibility and preliminary design stages will seek to draw out issues and objections with the scheme promoter looking to overcome and / or mitigate these through the design process. It is envisaged that

TROs will be sought as permanent restrictions through the process outlined above, but where appropriate the scheme promoter may seek to use temporary and / or experimental orders to test the impacts of the proposals.

The position in regard to Statutory and other Regulatory Consents will be clarified prior to and included within the Full Business Case submission.

#### Land Acquisition

Whilst the majority of the highway works are within the existing highway boundary land acquisition will be required to implement the Valley Floor cycle route in the More Ambitious option. The land acquisition requirements and status is summarised below. Discussions have been undertaken for this matter.

[REDACTED]

[REDACTED]

[REDACTED]

#### Planning Permission and Listed Building Consent

Some aspects of the schemes are subject to the Planning process [REDACTED]. [REDACTED]. Permission is required for the Valley Floor section of the More Ambitious option.

#### Existing Development

The scheme has been designed to minimise impacts on existing buildings and ensure that they can continue to be accessed.

#### Proposed Development

The scheme needs to accommodate the site allocations and land safeguarding contained within in the adopted Calderdale Local Plan and ensure that regeneration sites can be accessed satisfactorily. This has been considered throughout the scheme design process. Though not part of the scheme, consideration has been given to extending the Old Lane cycle route to the New Royd development, to ensure that this site has excellent connectivity to any new cycle infrastructure providing links to Halifax Town Centre and onward transport opportunities.

## **Annex C**

### **Project 3 Name**

Bus Journey Improvement Scheme

#### **Provide a short description of this project**

The Bus Journey Improvement Scheme is designed to reduce bus journey times across the Leeds, Wakefield and Bradford districts and also to make bus more attractive to existing and future potential users across all of West Yorkshire. These improvements will be delivered at 14 bus stations and over 1,000 bus stops across the region. Additionally, there are 16 sites with highway or junction improvements for buses where bus operators have identified issues, to improve bus journey times and reliability for bus services across the region.

#### **Provide a more detailed overview of the project**

The West Yorkshire bus journey improvement scheme looks to improve the efficiency, safety, and accessibility of our core bus network and enabling safer and more accessible end-to-end journeys.

The scheme looks to remove barriers to travel in West Yorkshire, improving connectivity and accessibility to opportunities in terms of jobs and training for residents, particularly in areas of deprivation and for communities with limited or no access to car.

The scheme will deliver safety and accessibility improvements for passengers from the beginning to the end of their journeys to and from jobs, training and other destinations, by upgrading our bus stations and stops on key routes to reduce barriers to access the bus network. Passenger journeys by bus will be further improved by tackling key points of delay to services along these key routes, reducing journey times and improving bus service punctuality and reliability where bus operators have identified significant problems.

This scheme will improve infrastructure in one location that will benefit both residents local to the improvement and those living further away - for example, a bus stop at the origin of a journey for one person is also a bus stop at a destination for someone else.

This scheme includes improvements that increase the attractiveness of travel by bus through safety and accessibility enhancements at 14 bus stations and over 1,000 bus stops across the five districts.

Additionally, there are 16 sites with highway or junction improvements for buses which are operator backed to improve bus journey times and reliability for bus services across the region. These have been brought forward with operator support as hotspots in the bus network where congestion, poor infrastructure, or junctions cause significant delays to the bus service. Enhancements include:

Individual junction upgrades, pedestrian crossing upgrades, localised pinch point

measures, parking improvements, bus stop improvements, parking/loading provision improvements, bus gate implementation, bus lane implementation and new turning priority at junctions. These measures are designed to improve the efficiency, safety, and accessibility of our core bus network and enable safer and more accessible end-to-end journeys.

The schemes within the West Yorkshire LUF2 package contribute to a central aim -to improve the bus passenger experience and environment for all points on a journey. Through this whole route approach, the schemes combine to deliver stronger bus journey times and safer, more inclusive, more attractive, and more effective connectivity to jobs, training and other services by both public and private transport across West Yorkshire. Schemes within the package will also benefit other road users contributing to better connectivity by all modes.

The schemes within the package combine to deliver inclusive growth and target those most disadvantaged by our current car-dominated transport system. The schemes are geographically dispersed but collectively contribute towards the integrity of the network.

**Provide a short description of the area where the investment will take place for this project**

These improvements will be delivered at 14 bus stations and over 1,000 bus stops across the West Yorkshire region. Additionally, there are 16 sites with highway or junction improvements for buses where bus operators have identified issues, to improve bus journey times and reliability for bus services across the region. These are shown in the overview map as schemes 3.1-3.30

**Transport project location details for this project**

These improvements will be delivered at 14 bus stations and over 1,000 bus stops across the West Yorkshire region. Additionally, there are 16 sites with highway or junction improvements for buses where bus operators have identified issues, to improve bus journey times and reliability for bus services across the region. These are shown in the overview map as schemes 3.1-3.30

**Further location details for this project**

**Project location 1**

**Postcode**

BD15AN

**Grid reference**

416513,432662

**Upload GIS/map file (optional)**

**% of project investment in this location**

4%

**Project location 2**

**Postcode**

LS2 ?HU

**Grid reference**

430661,433539

**Upload GIS/map file (optional)**

**% of project investment in this location**

2%

**Project location 3**

**Postcode**

B019 5DL

**Grid reference**

419141 425151

**Upload GIS/map file (optional)**

**% of project investment in this location**

8%

**Project location 4**

**Postcode**

WF17 5LT

**Grid reference**

424303 424435

**Upload GIS/map file (optional)**

**% of project investment in this location**

4%

**Project location 5**

**Postcode**

WF10 1EN

**Grid reference**

442471 425571

**Upload GIS/map file (optional)**

**% of project investment in this location**

5%

**Project location 6**

**Postcode**

WF8 1EZ

**Grid reference**

445722 422080

**Upload GIS/map file (optional)**

**% of project investment in this location**

6%

**Project location 7**

**Postcode**

B0213PY

**Grid reference**

406152 441187

**Upload GIS/map file (optional)**

**% of project investment in this location**

10%

**Project location 8**

**Postcode**

WF5 9BT

**Grid reference**

427907 420582

**Upload GIS/map file (optional)**

**% of project investment in this location**

4%

**Project location 9**

**Postcode**

LS28 7UA

**Grid reference**

422247 433326

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 10**

**Postcode**

LS29 8HB

**Grid reference**

411788 447626

**Upload GIS/map file (optional)**

**% of project investment in this location**

2%

**Project location 11**

**Postcode**

HD61AQ

**Grid reference**

414528 422896

**Upload GIS/map file (optional)**

**% of project investment in this location**

4%

**Project location 12**

**Postcode**

OL14 5DJ

**Grid reference**

393696 424330

**Upload GIS/map file (optional)**

**% of project investment in this location**

2%

**Project location 13**

**Postcode**



WF9 2HX

**Grid reference**

447292 411051

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 14**

**Postcode**

WF9 4LD

**Grid reference**

442908 413156

**Upload GIS/map file (optional)**

**% of project investment in this location**

3%

**Project location 15**

**Postcode**

WF8 2JL

**Grid reference**

446243 422301

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 16**

**Postcode**

WF2 ?BN

**Grid reference**

432342 418126

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 17**

**Postcode**

WF2 8PL

**Grid reference**

432788 419340

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 18**

**Postcode**

WF9 4LB

**Grid reference**

442944 412925

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 19**

**Postcode**

LS1 4JF

**Grid reference**

429704 433401

**Upload GIS/map file (optional)**

**% of project investment in this location**

18%

**Project location 20**

**Postcode**

LS25 1AA

**Grid reference**

440392 433312

**Upload GIS/map file (optional)**

**% of project investment in this location**

2%

**Project location 21**

**Postcode**

LS18 4DY

**Grid reference**

423038 437658

**Upload GIS/map file (optional)**

**% of project investment in this location**

0%

**Project location 22**

**Postcode**

LS19 6HQ

**Grid reference**

420834 439679

**Upload GIS/map file (optional)**

**% of project investment in this location**

0%

**Project location 23**

**Postcode**

LS18 5PL

**Grid reference**

424169 438960

**Upload GIS/map file (optional)**

**% of project investment in this location**

0%

**Project location 24**

**Postcode**

LS9 ?SY

**Grid reference**

431355 433948

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 25**

**Postcode**

LS25 1LN

**Grid reference**

440040 432380

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 26**

**Postcode**

LS29 60G

**Grid reference**

417892 443320

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 27**

**Postcode**

B03 8LJ

**Grid reference**

418601 433014

**Upload GIS/map file (optional)**

**% of project investment in this location**

1%

**Project location 28**

**Postcode**

B089NA

**Grid reference**

414283 433675

**Upload GIS/map file (optional)**

**% of project investment in this location**

2%

**Project location 29**

**Postcode**

BD50NB

**Grid reference**

415644 431868

**Upload GIS/map file (optional)**

**% of project investment in this location**

6%

**Project location 30**

**Postcode**

802 4SS

**Grid reference**

417898 435740

**Upload GIS/map file (optional)**

**% of project investment in this location**

6%

**Select the constituencies covered by this project**

**Project constituency 1**

**Select constituency**

Normanton, Pontefract and Castleford

**Estimate the percentage of this package project invested in this constituency**

10%

**Project constituency 2**

**Select constituency**

Halifax

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 3**

**Select constituency**

Bradford West

**Estimate the percentage of this package project invested in this constituency**

5%

**Project constituency 4**

**Select constituency**

Leeds Central

**Estimate the percentage of this package project invested in this constituency**

15%

**Project constituency 5**

**Select constituency**

Batley and Spennings

**Estimate the percentage of this package project invested in this constituency**

9%

**Project constituency 6**

**Select constituency**

Keighley

**Estimate the percentage of this package project invested in this constituency**

9%

**Project constituency 7**

**Select constituency**

Wakefield

**Estimate the percentage of this package project invested in this constituency**

5%

**Project constituency 8**

**Select constituency**

Pudsey

**Estimate the percentage of this package project invested in this constituency**

4%

**Project constituency 9**

**Select constituency**

Calder Valley

**Estimate the percentage of this package project invested in this constituency**

6%

**Project constituency 10**

**Select constituency**

Hemsworth

**Estimate the percentage of this package project invested in this constituency**

5%

**Project constituency 11**

**Select constituency**

Elmet and Rothwell

**Estimate the percentage of this package project invested in this constituency**

3%

**Project constituency 12**

**Select constituency**

Bradford South

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 13**

**Select constituency**

Caine Valley

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 14**

**Select constituency**

Dewsbury

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 15**

**Select constituency**

Huddersfield

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 16**

**Select constituency**

Leeds East

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 17**

**Select constituency**

Leeds North East

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 18**

**Select constituency**

Leeds North West

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 19**

**Select constituency**

Leeds West

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 20**



**Select constituency**

Morley and Outwood

**Estimate the percentage of this package project invested in this constituency**

2%

**Project constituency 21**

**Select constituency**

Shipley

**Estimate the percentage of this package project invested in this constituency**

2%

**Select the local authorities/ NI councils covered by this project**

**Project local authority 1**

**Select local authority**

Bradford

**Estimate the percentage of this package project invested in this Local Authority**

27%

**Project local authority 2**

**Select local authority**

Leeds

**Estimate the percentage of this package project invested in this Local Authority**

25%

**Project local authority 3**

**Select local authority**

Wakefield

**Estimate the percentage of this package project invested in this Local Authority**

22%

**Project local authority 4**

**Select local authority**

Calderdale

Estimate the percentage of this package project invested in this Local Authority

11%

Project local authority 5

Select local authority

Kirklees

**Estimate the percentage of this package project invested in this Local Authority**

15%

**What is the total grant requested from LUF for this project?**

£22,665,605

**What is the proportion of funding requested for each of the Fund's three investment themes?**

**Regeneration and Town Centre**

0%

**Cultural**

0%

**Transport**

100%

**Confirm the value of match funding secured for the component project**

£2,680,780

**Provide details of all the sources of match funding within your bid for this component project**

From West Yorkshire gainshare investment funding

**Value for money**

The Bus Journey Improvement Scheme objectives are to:

- Improve physical accessibility to bus services for the whole population to encourage bus use and improve accessibility for disabled residents.
- Improve access to bus services information for passengers to encourage bus use.
- Upgrade public bus assets and inclusive facilities at bus stops and bus stations to enhance the experience for bus users.

- Improve journey times and service reliability across the West Yorkshire bus network.

The impacts of the project are centred around benefits to existing bus users. These take the form of journey time improvements and utility benefits for 'soft' measures that improve journey quality, access to bus services and shelters, and improve the bus waiting environment. Interventions to target bus delay hotspots will have an impact on other highway users and this impact on journey times has been captured.

Bespoke spreadsheet models are used to monetise the actual journey time savings or generalised journey time savings for journey quality measures based on TAG Databook values, the Passenger Demand Forecasting Handbook, and Transport for London's Literature Review into Generic Intervention Journey Time Savings.

Installation of solar panels with battery storage at 10 bus stations will significantly reduce operational costs of electricity usage and create a carbon saving, contributing to UK net-zero carbon emissions targets.

The information below shows the present value of benefits in a 2010 price base as is standard for transport assessment and in a 2022 price base (written as 2010 price, 2022 price)

Commuting Travel Time Benefits - Bus users: £1,407,637, £2,693,477

Other User Travel Time Benefits - Bus users: £2,903,793, £5,556,254

Business User Travel Time Benefits- Bus user: £156,311, £299,097

Commuting Travel Time Benefits - Highways users: £920,685, £1,763,721

Business User Travel Time Benefits - Highways users: £538,556, £1,031,698

Journey Quality - bus users: £20,955,798, £40,116,209

Total: £27,239,955, £52,144,695

The net operational cost saving of electricity due to solar PV panel installation over the 25-year lifetime of the asset is £1.05m (2022 prices and values). This is accompanied by carbon savings of 780,000 kg, though as these are traded savings they are not included in the monetised benefits.

The targeting of interventions at identified delay hotspots on the bus network is likely to generate journey time reliability benefits for all road users in addition to the journey time savings. The improvements to bus accessibility and interchange facilities, and bus journey time savings will contribute to positive impacts increasing access to jobs, education and skills in addition to positive impacts on air quality and reduction in emissions.

Benefits to new users are not captured in the appraisal, but the interventions can be expected to attract new users with mode shift away from private car use. This will generate some congestion and vehicle operating cost savings as well as small noise, air quality and greenhouse gas emission benefits, though these effects are dispersed over a wide area of effect.

## **BCR and value assessment**

**If it is not possible to provide an overall BCR for your package bid, explain why below**

Not applicable - an overall package BCR is provided.

### **Benefit Cost Ratios**

#### **Initial BCR**

1.96

#### **Adjusted BCR**

1.96

### **Non-monetised benefits for this project**

Non-Monetised social impacts have been assessed in line with TAG qualitative worksheets, the following impacts have been considered:

- Security - slight beneficial due to provision of new lighting and CCTV at bus stations.
- Access to Services - moderate beneficial due to improved physical access to bus services and new, expanded information systems make the bus network easier to navigate for all users.
- Affordability - slight beneficial due to reduced vehicle operating costs.
- Severance - neutral.

The impact to the environment in terms of landscape, historic environment, biodiversity, and water environment are expected to be neutral.

The beneficial impacts are expected to benefit all socio-economic groups with greater benefit to lower economic groups and vulnerable users who are most likely to be existing bus users.

Wider economic benefits are not expected.

In addition to the above, the following non-monetised benefits are also expected. Interventions to target bus delay hotspots will prioritise the movement of buses with the expected impact of these on other traffic is to slightly reduce speeds and vehicle acceleration and contribute to decreased noise levels.

Any modal shift to buses away from private vehicles will generate slight improvement to local air quality and reduce accidents due to lower volumes of traffic.

### **Does this project include plans for some LUF grant expenditure in 2022-23?**

Yes

### **Could this project be delivered as a standalone project?**

No - the project needs to be part of the overall bid

## **Demonstrate that activity for this project can be delivered in 2022-23**

The following are also shown in more detail in Table D of the Cost and Planning Workbook:

- Feedback from SAEP lesson learnt
- SOC Development
- SOC submission and approval
- Develop FBC
- Procurement of framework suppliers
- Leeds Road / Laisterdike - Develop Business Case I Justification
- Thornton Road/ A6177 outer ring road - Develop Business Case I Justification
- Horsforth Roundabout - Develop Business Case I Justification
- Old Ball Roundabout - Develop Business Case I Justification
- Rawdon Cross Roads - Develop Business Case I Justification
- A636 Denby Dale Road - Develop Business Case I Justification
- Pre-scheme monitoring (during LUF funding timeframe)
- Statutory Powers and Consents

### **List separately below each power/consents etc. obtained for this project**

No additional powers or consents are expected to be required to deliver the work packages in this scheme, which involve work either:

- on the public highway for which partner councils and the Combined Authority have relevant powers to undertake as highways and local transport authorities respectively, (including installation of bus stops and shelters and works to deliver improvements to the highway to address delay to buses)
- at bus stations where planned works are within permitted development rights and will not require planning permission.

### **Upload content documents (optional)**

#### **Outstanding statutory powers/consents**

n/a