

Report of the Strategic Director Regeneration and Culture to the meeting of Executive to be held on 12 March 2013.

BY

Subject:

'West Yorkshire Plus' Transport Fund

Summary statement:

The purpose of this report is to

- Provide an update on progress made to date in developing a 'West Yorkshire Plus' Transport Fund;
- Describe the schemes that could be delivered for circa £1 billion and their impacts across West Yorkshire and York;
- Set out how these investments would be Funded;
- Demonstrate how this level of investment would support economic growth and describe how it will lead to a financially sustainable approach to further investments capable of transforming travel across West Yorkshire, York and the rest of the Leeds City Region; and
- Set out the specific local benefits and impacts that the Fund would deliver in Bradford and the scale of funding commitments that the Council would need to commit to in order to support the creation of a £1 billion

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Overview & Scrutiny Area:

Environment & Waste Management
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EXECUTIVE SUMMARY

1. The Leeds City Deal with Government was confirmed in July 2012. As well as a proposal to change governance arrangements (potentially create a Combined Authority) and creating an opportunity for Rail Devolution, it also included a proposal to create a £1billion fund to invest in transport in West Yorkshire and York over the next decade.
2. Decades of under-investment means that the capability of the network has not kept pace with economic and population growth leading to problems of delays, congestion and crowding which will hamper future economic growth unless they are addressed.
3. Major investment in transport can help create an environment where economic growth can occur. This can be achieved through the delivery of three complementary packages of schemes funded from a proposed 'West Yorkshire Plus' Transport Fund as follows:
 - Core Projects – those which are the catalysts and enablers of change, have the greatest direct short term economic impact (in terms of jobs supported per £ invested), and generate funding to reinvest in more transformational projects
 - Gateway Projects - which are intended to enhance the traveller experience on entry to cities and towns and will often involve significant partner investment
 - Transformational Projects – those that are primarily focussed on external connectivity and will require significant further assessment and development to determine the optimum intervention
4. The Core Projects and Gateway schemes (shown in Appendix A) have been identified as being deliverable within the 10 year period of the fund. Through their demonstrated ability to generate GVA through housing and employment growth, and subject to a satisfactory outcome of continuing City Deal discussions, these schemes will be able create a new funding stream (Earn Back) which would come on line during the 10 year period and continue beyond. This funding stream will, along with other potential funding sources, enable the Transformational Projects to be delivered. Detailed work on business cases for these projects will, however, be required as a matter of urgency to ensure that the case can be made for bringing forward substantial funding allocations to deliver them at the earliest feasible opportunity.
5. The transformational schemes that have been identified for further development and investment during and beyond the first ten year period are:
 - Electrification and upgrade of all core rail routes such as CalderVale (Leeds, Bradford, Halifax and Manchester) and Hallam (Leeds, Castleford, Pontefract, Wakefield and Sheffield)
 - Rail or tram train connections between Leeds and Bradford to Leeds Bradford International Airport
 - Enhancing the quality of the local rail network through the outputs of the Yorkshire Rail Network Study including the restoration of the Wortley Curve to provide better links to Bradford from the East Coast Main Line, Wakefield and Sheffield
 - Preparing the local rail network for High Speed Rail

- Expansion of the initial NGT trolleybus network to provide a core 'rapid transit' network for West Yorkshire
 - Full upgrade of the strategic motorway network to benefit towns and cities that are served by the M606, M62, M1 and M621
6. These schemes support the Council's strategic investment priorities and also build upon currently planned transport investment across West Yorkshire as described in the report.
7. The report describes the objectives set for the Fund and the methodology used to appraise schemes for inclusion in the list of Core Projects. Analysis has demonstrated that the Core Projects could deliver:
- An additional increase in employment of around 8% above what would happen without the Fund (helping to create around 20,000 new jobs by around 10 -12 years after the Core Projects are fully delivered);
 - A corresponding increase in the gross value (GVA) of West Yorkshire's and York's economy of over £1.35 billion per year;
 - Around 7,500 jobs in construction during the delivery of schemes;
 - Support for a year on year increase in employment across West Yorkshire and York because of improved connectivity and business productivity;
 - Improved accessibility to employment from 'deprived wards' - forecast to be greater than the West Yorkshire average (by a factor of +7%)
 - All Districts would benefit from improved accessibility greater than half the West Yorkshire average
 - A decrease in carbon emissions (yet to be fully assessed)
8. The specific local impacts of the Core projects are described in detail in the report and particular attention is given to the benefits that would be brought to the Bradford District through their implementation
9. The cost of the Core Projects, when combined with the Gateway Projects and the development of transformational schemes amount to a sum in the region of between £850 million to £1,150 million depending on the level of optimism bias assumed. The funds required to secure the capital investment to deliver this package are described in detail in the report and would be comprised of a combination of an escalating increase in the ITA levy, a 40% top slice of Local Transport Plan Integrated Transport block funding and devolved Dft Major Scheme Funding.

RECOMMENDATIONS

That Executive supports the principle of establishing a £1 billion 'West Yorkshire Plus' Transport Fund and the associated, indicative levels of financial commitments subject to:

- A satisfactory conclusion to on-going City Deal negotiations, specifically including securing clarity and agreement on an acceptable level of Earn Back funding from future additional business rates in West Yorkshire and York; and
- An in-principle agreement being made by all West Yorkshire District Authorities.

That Executive agrees in principle the scope of improvements to be included in the

Fund, as referenced in the report and Appendix A, subject to appropriate on-going engagement and consultation with local Members and other relevant partners and communities during scheme design.

That the decision of the Executive be referred to Full Council for endorsement.

That, in accordance with Paragraph 8.7.4 of the Overview and Scrutiny Procedure Rules, any decisions the Executive makes regarding the content of this report are not subject to call-in as these decisions are required to be referred to Full Council for endorsement on 26th March 2013 to adhere to the timescale set by the West Yorkshire and York partners for approvals in principle to the establishment of the 'West Yorkshire Plus' Transport Fund

1. SUMMARY

1.1. The purpose of this report is to

- Provide an update on progress made to date in developing a 'West Yorkshire Plus' Transport Fund;
- Describe the schemes that could be delivered for circa £1 billion and their impacts across West Yorkshire and York;
- Set out how these investments would be Funded;
- Demonstrate how this level of investment would support economic growth and describe how it will lead to a financially sustainable approach to further investments capable of transforming travel across West Yorkshire, York and the rest of the Leeds City Region; and
- Set out the specific local benefits and impacts that the Fund would deliver in Bradford and the scale of funding commitments that the Council would need to commit to in order to support the creation of a £1 billion.

2. BACKGROUND

Leeds City Deal

2.1 The Leeds City Deal with Government was confirmed in July 2012. As well as a proposal to change governance arrangements (potentially create a Combined Authority) and creating an opportunity for Rail Devolution, it also included a proposal to create a £1 billion fund to invest in transport in West Yorkshire and York over the next decade.

Transformational Change through Major Investment

2.2 Whilst the current transport network in West Yorkshire and York does support a significant volume of passenger and freight movement, decades of under-investment means that the capability of the network has not kept pace with economic and population growth leading to problems of delays, congestion and crowding which will hamper future economic growth unless they are addressed.

2.3 It is demonstrated in this report that major investment in transport can help create an environment where economic growth can occur. This can be achieved through the delivery of three complementary packages of schemes funded from a proposed 'West Yorkshire Plus' Transport Fund as follows:

- Core Projects – those which are the catalysts and enablers of change, have the greatest direct short term economic impact (in terms of jobs supported per £ invested), and generate funding to reinvest in more transformational projects
- Gateway Projects - which are intended to enhance the traveller experience on entry to cities and towns and will often involve significant partner investment
- Transformational Projects – those that are primarily focussed on external connectivity and will require significant further assessment and development to determine the optimum intervention

2.4 Further details of all the projects are given later in this report. It is, however, considered appropriate at this stage to identify the transformational projects where detailed work on business cases will be required as a matter of urgency to ensure that the case can be made for bringing forward substantial funding allocations to deliver projects at the earliest feasible opportunity. Subject to the satisfactory outcome of further City Deal negotiations with the

Government there will be the potential to use significant levels of 'Earn Back' funds, generated from the economic performance of the Core Projects as described later in this report, to provide a specific funding stream for these larger scale projects. Other potential funding streams are also identified later in the report. It should be noted that some of these schemes will be supported in whole or in part by partner organisations including the Highways Agency and Network Rail.

2.5 The transformational schemes that have been identified for further development and investment are:

- Electrification and upgrade of all core rail routes such as CalderVale (Leeds, Bradford, Halifax and Manchester) and Hallam (Leeds, Castleford, Pontefract, Wakefield and Sheffield)
- Rail or tram train connections between Leeds and Bradford to Leeds Bradford International Airport
- Enhancing the quality of the local rail network through the outputs of the Yorkshire Rail Network Study including the restoration of the Wortley Curve to provide better links to Bradford from the East Coast Main Line, Wakefield and Sheffield
- Preparing the local rail network for High Speed Rail
- Expansion of the initial NGT trolleybus network to provide a core 'rapid transit' network for West Yorkshire
- Full upgrade of the strategic motorway network to benefit towns and cities that are served by the M606, M62, M1 and M621

2.6 These schemes support many of the proposed strategic transport investment priorities identified in the Council's Transport Delivery Plan which is also the subject of a report to this Executive meeting.

2.7 They also build upon a number of major transport schemes which have been progressed in recent years and are at various stages of development and/or integration. The schemes already planned include:

- Northern Hub
- Trans Pennine Electrification
- East Coast Main Line Enhancements
- High Speed Rail
- Rail Infrastructure and Capacity Improvements
- New Rail Stations at Low Moor, Apperley Bridge and Kirkstall Forge
- Leeds City Station Southern Entrance
- M62 and M1 Improvements
- Smart Ticketing on the bus network
- Bus Quality Contracts / Quality Partnerships
- NGT Trolleybus in Leeds
- Access York Phase 1

These schemes provide building blocks for further investment and wherever possible the proposals to be delivered from the proposed 'West Yorkshire Plus' Transport Fund described in this report will seek to build on these commitments.

Objectives, Evidence and Analysis

- 2.8 The Council has previously considered an interim report on the development of a Transport Fund for West Yorkshire and York. The remainder of this report sets out the conclusions from the forecasting and analysis that has taken place in regard to:
- Identifying what investments should be prioritised to maximise the impact of the Fund on the economic objective of supporting economic growth;
 - The impact of those investments in supporting employment growth and increased economic activity; and
 - The scale of their impacts, and the match with objectives. How a Fund would be established.
- 2.9 That previous report set out the objectives that the Fund would need to deliver. The primary objective to be met in West Yorkshire and York is:
- An increase in employment and productivity growth by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries
- 2.10 In West Yorkshire further objectives were put into place to ensure an equitable distribution between Districts and communities. Against the primary objective of supporting the maximum possible impact on GVA and employment two accessibility minima are proposed:
- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities and;
 - Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across West Yorkshire
- 2.11 In terms of environmental impacts, a further objective was established as follows
- The overall impact of the Fund's interventions would be carbon neutral at the package level
- 2.12 Evidence gathered shows that a 'West Yorkshire Plus' Transport Fund (WYTF) of circa £1 billion has the potential to:
- Generate significant additional economic investment that would deliver jobs - up to around 20,000 new jobs in West Yorkshire and York;
 - Support the development and delivery of transformational transport schemes;
 - Bring specific local benefits to residents, businesses and communities by improvements in the West Yorkshire and York transport networks
 - Unlock key employment and housing growth sites in West Yorkshire in the city/town centres and Local Plan growth points;
 - Substantially reduce dependence on central funding, giving local communities and businesses surety over a 10 year programme of Major Transport Schemes; and
 - Create a further significant income stream (the 'Earn Back Deal') of 'new' money likely to be available after 5-7 years of commencing the Fund, i.e. around 2020 – subject to the right level of agreement on the City Deal being in place. This could potentially generate up to £400m during the life of the fund and then would then continue beyond that period. This would assist in the delivery of the transformational schemes identified earlier in this report

- A further potential funding stream would be created as a number of the Core Projects would lead to a significant increase in public transport patronage and a corresponding increase in net revenues through fare income. With a quality contract or partnership agreement in place this extra revenue stream could support further borrowing to allow additional capital expenditure. At this stage it is difficult to put a precise figure on the borrowing potential this could create but it could be significant.
- 2.13 The Fund would therefore start to deliver immediate improvements to the transport network, some of which would address decades of underinvestment, and others which would start to transform how the network works.
- 2.14 Establishing the Fund would also improve the way transport investment is prioritised, planned and funded in future. It would enable the West Yorkshire and York authorities to combine their resources and finances to maximise the cross boundary impacts of transport investment.
- 2.15 The Fund, supported by new external funding via the 'Earn Back' deal, would enable more joined up planning and a more successful approach to longer term and more complex transformational schemes, some of which will also be dependent upon third party delivery or financial support.
- 2.16 The analysis has provided clear evidence supporting the belief that without significant and well-targeted investment in the transport network in West Yorkshire and York the opportunities for economic growth will be severely constrained. This will be a result of increasing levels of congestion, rising costs of motoring and public transport and reduce the ability to recruit a workforce, interact with other businesses or transport goods and services to people and business that need them. Significant investment in transport is therefore needed:
- To enable existing, and new, businesses to become more productive (through reducing lost time caused by congestion);
 - To expand the size of the workforce, particularly in major growth locations (such as Aire Valley(Leeds), Canal Road (Bradford), East Wakefield, Cooper Bridge (Kirklees) and York Central for example);
 - To expand the numbers and types of employment opportunities that can be reached from existing communities, and new housing sites, to improve the opportunities available to the existing and the future workforce.

Impact of West Yorkshire and York Core Projects on the Fund's Objectives

- 2.17 The following paragraphs describe the impacts on the objectives that were set for the Fund. It should be noted that the figures below do not include the impact of the more transformational schemes that could be delivered through the life of the Fund as these are harder to define but are likely to be significant. In summary the forecasting work suggests that the Fund would deliver:
- An additional increase in employment of around 8% above what would happen without the Fund (helping to create around 20,000 new jobs by around 10 -12 years after the Core Projects are fully delivered);
 - A corresponding increase in the gross value (GVA) of West Yorkshire's and York's economy of over £1.35 billion per year;
 - Around 7,500 jobs in construction during the delivery of schemes

- Support for a year on year increase in employment across West Yorkshire and York because of improved connectivity and business productivity

2.18 Across West Yorkshire and York the expenditure of circa £1billion is forecast to deliver significant economic benefits. The tables below set out the key headline impacts in West Yorkshire and York:

WEST YORKSHIRE	Year	2024	2030	2036
Additional employment		12,500	15,800	18,200
Additional GVA (per year)		£810m	£1,100m	£1,230m
Additional WY residents in employment		10,700	13,000	14,700

YORK	Year	2024	2030	2036
Additional employment		1,200	1,800	2,000
Additional GVA (per year)		£70m	£110m	£130m
Additional York residents in employment		750	900	1,200

2.19 The Core Projects would also deliver against the secondary accessibility criteria set to ensure equitable distribution between the West Yorkshire Districts:

- Improved accessibility to employment from 'deprived wards' is forecast to be greater than the West Yorkshire average (by a factor of +7%)
- It is forecast that all Districts would benefit from improved accessibility greater than half the West Yorkshire average

2.20 Because of the strategic nature of the modelling carried out to date it is not yet possible to accurately predict the overall impact of the Core Projects on carbon. The initial estimate is for an increase of around 1% but this analysis excludes significant benefits of decongestion, which is expected to result in a net decrease.

2.21 A better understanding of the impact on carbon will be obtained at the detailed design and business case stage for each project. It will be possible to set more ambitious targets for carbon as part of the design specification, or as add-on's to scheme designs which could attract additional funding or third party contributions which could facilitate the following types of intervention:

- Further improvements in bus technology such as an increased rate of conversion to hybrid vehicles
- Inclusion of electric charging points as part of rail station/bus park and ride schemes
- Cycle and walk schemes being incorporated within key corridor and town centre improvement designs

2.22 It should be noted that compared to the baseline forecast the Core Projects will support an 8% increase in commuting (because of an 8% increase in employment) but would see an overall reduction in the number of car commuting trips of around 2%.

2.23 The forecasting to date does not attempt to provide a detailed analysis of the additional benefits that would accrue to non-work related travel. However an initial analysis suggests the benefit to cost ratio (BCR) of between at 3 and 5 would be likely. The DfT suggest a BCR of 2.0 would be a 'strong' score. This clearly suggests the Core Projects will deliver significant benefits for all transport users.

2.24 The identification of the most immediately effective investments in West Yorkshire and York suggests that in the short and medium term (within 10 years) there would be two largely discrete sets of schemes developed which are independent of each other. In time, and once the Earn

Back deal starts to create a ‘new’ future income stream capable of supporting longer term investments, the West Yorkshire and York Authorities would support and / or develop mutually beneficial and overlapping schemes: for example a transformation of the Leeds-Harrogate-York rail line.

- 2.25 There will be a need to engage with external Authorities (such as North Yorkshire) to ensure they can make appropriate funding contributions to those schemes which have cross boundary impacts.

Impact of the West Yorkshire Core Projects on the Fund’s Objectives in Bradford

- 2.26 Whilst some 20% of the Fund would be spent on schemes within Bradford District, there is additional value for Bradford residents and businesses by connecting the District to employment opportunities and business markets across West Yorkshire.

- 2.27 The Core Projects are forecast to deliver, in Bradford District:

- 22% of West Yorkshire’s additional employment growth;
- 22% of West Yorkshire’s additional GVA growth; and
- 25% of West Yorkshire’s additional residents in employment.

- 2.28 The Core Projects would also significantly increase the number of jobs that would be accessible to residents in Bradford: they would rise by 29% once all the Core Projects are implemented.

- 2.29 In absolute numbers terms this equates to the following impacts:

BRADFORD	Year	2024	2030	2036
Additional jobs in Bradford		2,750	3,700	3,950
Additional GVA (per year)		£180m	£245m	£265m
Additional residents in employment		2,450	2,700	3,105

- 2.30 Again the figures above do not take account of the impacts of the more transformational schemes referred to earlier in this report

Core Projects

- 2.31 The evidence has shown that although schemes can be located in one particular District the impacts of them may be felt across West Yorkshire, or wider into the Leeds City Region. Many of the schemes which have been prioritised through the agreed appraisal process run across the District boundaries reflecting the cross-boundary demands of commuters and business.

- 2.32 Therefore this report sets out the list of schemes that score best against the appraisal methodology and that the £1 billion Fund could deliver at a West Yorkshire level. That list is shown in **Appendix A**. It should be noted that a significant number of other schemes were tested for their effectiveness in meeting the primary objective of raising GVA. These did not perform as well when the scale of benefits was compared against cost. These schemes will, however, remain on a list to be considered again in any future funding scenario. The details of the schemes in Appendix A are not presented as final, but have been subject to a consistent costing and feasibility check. Subsequent design work and consultation would result in adjustments and improvements, aimed at reducing costs and improving impacts and benefits.

- 2.33 These schemes have been developed using a forecasting model which was used to predict the scale and distribution of locations where future employment growth would be constrained because of rising transport costs such as public transport fares, highway congestion and rail crowding, which would lead to:

- A reduction in the size of labour pools for employers in West Yorkshire to recruit from (an average reduction of 23% in 2026);

- A reduction in the number of accessible jobs for commuters in West Yorkshire (an average reduction in accessible jobs of 18% in 2026, but 20% for commuters from the most deprived communities); and
- Rising costs and reduced productivity for business.

2.34 The Core Projects includes those schemes which are forecast to be the most effective in supporting growth that would otherwise be constrained.

Investment in Rail Station Gateway Improvements

2.35 The Fund would also include a sum (provisionally set at £50m) to promote and accelerate the co-funding and delivery of rail station gateway schemes, such as Leeds and Bradford city centre stations. This would be used to accelerate Network Rail investments through co-funding and enabling works. This was the approach adopted in Greater Manchester.

Investment in longer term transformational schemes

2.36 As described earlier the Fund would also provide finances to support the production of robust evidence, lobbying material, development and detailed design associated with longer term and more complex transformational schemes which will need to be developed and delivered in partnership, and may involve re-shaping longer term land use reallocation to generate sufficient demand to establish a strong business case. It is likely this development work could be set initially at circa £25million but this figure would need to be flexible in order to permit the delivery of any of the more transformational schemes that prove to be feasible in the shorter term. As work on the Fund progresses it is likely that some funding headroom will appear to accommodate this flexibility due to the optimum bias that is incorporated in all scheme costs and also because of potential scheme slippage due to delays in development proposals associated with them.

Fund Costs

2.37 The cost estimates of the Core Projects, when combined with the Gateway Projects and the development of transformational schemes amount to a sum in the region of between £850 million to £1,150 million depending on the level of optimism bias assumed. These costs will be refined during the detailed development of schemes. However the working assumption is that a Fund of £1 billion is set an appropriate level. It should be noted that some schemes have been included as Core Projects based on assumptions that each District has made on the level of third party contributions which could be gained from Section 106 payments. The assumption is that each District would be responsible for ensuring that level of third party contribution would be secured, and would not be met from the Fund.

2.38 The delivery of schemes that could benefit specific private enterprises will be reviewed during detailed design works to ensure that 'State Aid' guidelines are met.

Connectivity Benefits in West Yorkshire and York

West Yorkshire

2.39 The West Yorkshire package of Core Projects will provide the following improvements that will deliver a step change to in the way the transport network functions and will most effectively support employment growth. The types of schemes that have been prioritised are:

- Radial improvements to allow more people to travel into and out of urban centres, more quickly, more cheaply and more comfortably. This would allow improved connectivity into

the urban centres from the each District, the rest of West Yorkshire, the Leeds City Region and to and from key cities such as Manchester and Sheffield. These improvements would include a transformed (and more affordable) bus network and services, and, where appropriate, high capacity public transport services such as park and ride, NGT and rail services;

- Orbital (ring road) highway improvements that can allow the efficient movement of goods and services around the urban centres, so reducing traffic into and through the centre and supporting essential longer distance traffic movements;
- Schemes that enable the transformation of key development areas such as the Aire Valley (Leeds), Canal Road (Bradford), Cooper Bridge (Kirklees) or East Wakefield where land is available for expansion, but access into it from local communities and the rest of West Yorkshire and the rest of the Leeds City Region is currently constrained by congestion and/or a lack of roads and/or public transport;
- Strategic road links that provide faster and more convenient access to/from the motorway network, specifically for freight and commercial traffic but also for commuters using the motorway who could switch to park and ride or car share for parts of their journey; and
- Capacity, quality, speed and reliability improvements between major centres such as Leeds and Bradford, Halifax and Huddersfield etc, to ensure high capacity, modern, fast and attractive opportunities to connect the key centres across West Yorkshire.

2.40 The schemes identified, whilst often located in specific Districts, work together to enhance cross boundary opportunities and extend the catchments and opportunities for all West Yorkshire residents and businesses. Housing growth in one District can be supported by improving access across District boundaries to employment opportunities in other Districts. Employment growth at a District growth centre will be best supported by expanding access not just from the local area, but further afield from other Districts

2.41 To achieve this level of seamless cross boundary connectivity requires significant and often transformational improvements in West Yorkshire transport network.

2.42 The Fund will improve public transport accessibility, though increased capacity, frequency, speeds, reliability and value for money and this is particularly critical for commuting into the main urban centres and accommodating future growth sustainably.

2.43 The Fund will also improve highway accessibility through increased capacity, faster and more reliable speeds and joining up disconnected parts of the network. To accommodate a growth in employment and housing this will be delivered across the entire network, but with a specific and localised focus on:

- Access to the M62/M1 corridors;
- Access to key growth sites; and
- Longer distance commuting and business trips that are not centre to centre.

2.44 The Fund will deliver schemes to improve centre to centre connectivity, building on the back of committed rail improvements, but also plugging gaps and enhancing the corridors between the centres such as between:

- Leeds and Bradford
- Leeds and Wakefield

- Bradford and Huddersfield
- Halifax and Huddersfield
- Dewsbury and Leeds
- Dewsbury and Huddersfield

- 2.45 Connectivity into and out of West Yorkshire will also be improved by building on committed improvements by Network Rail and the Highways Agency. Further improvements to the Caldervale line, enhancements to the main gateway rails stations in the urban centres and the opportunity to use park and ride (by rail and bus) will enhance connectivity into West Yorkshire.
- 2.46 Whilst the Fund focuses on economic growth, the West Yorkshire Local Transport Plan will be refocused to address particular local issues relating to safety, cycling and walking for example.

York

- 2.47 The inclusion of York strengthens the Fund through increased growth, improved connectivity and the alignment of transport and economic interventions across the West Yorkshire and York area. A broader geographic base provides the foundation for building a bigger fund and provides the opportunity to maximise the benefits of the Leeds City Region Deal.
- 2.48 The York transport package shares the same objectives as the West Yorkshire package - namely the delivery of the maximum net increases in GVA and improving access to employment.
- 2.49 By adopting a similar strategic approach as that used in West Yorkshire it is proposed that York's overall funding contribution and its per capita allocation of major scheme funding is spent either on schemes with a mutual benefit to West Yorkshire and York (and potentially other Local Transport Bodies) or on schemes of benefit to York and its hinterland.
- 2.50 Similarly the Fund prioritisation methods have been used to select the schemes that make up the York package focusing on the delivery of the maximum net increases in GVA and jobs within the York context.
- 2.51 The prioritised package of schemes in York follows a similar balanced approach as in West Yorkshire by offering additional highway capacity around York, while enabling sustainable growth (by bus, rail, walk and cycle) for access to new employment opportunities in the city centre.
- 2.52 The short to medium term package will deliver the following:
- Full Park & Ride coverage of the city
 - Junction upgrades on the northern sections of the York outer ring road
 - Provide new access and bus interchange within the York Central development
 - Support priorities for bus, cycle and walking access within and to the city centre.
- 2.53 Overall the Fund would support significant levels of employment growth without any increase in the volume of car commuting traffic. The increase in employment within York would be met by increased employment opportunities for York residents and an increase in inward commuting from North Yorkshire. This enables growth to occur in areas where it is needed and can be sustainably accommodated.
- 2.54 Addressing existing points of congestion and delay on the highway and public transport networks will benefit all transport users. Quicker and more reliable journey times are provided

for strategic (through) traffic enhancing strategic connectivity to the A1(M). These will be complemented by city centre measures that will result in quicker, more reliable public transport into the heart of the historic city areas.

- 2.55 The committed improvements to the Trans-Pennine train services will improve connectivity between York, Leeds and beyond but further improvements (some potentially funded through Earn Back) will address connectivity between York and Castleford/Wakefield, the Airport, and Bradford and Halifax via the CalderVale line. The fund will support the development of proposals to upgrade the Harrogate line.
- 2.56 There are key opportunities to share delivery expertise between York and West Yorkshire authorities and efficiencies to be gained through a partnership approach to feasibility studies, business case development, project management and delivery. As the Fund develops, and as Earn Back starts to create a 'new' funding stream in the future, the York and West Yorkshire partners will develop an approach to jointly developing, delivering and funding mutually beneficial schemes.

Connectivity Benefits in Bradford

- 2.57 In Bradford the use of the Fund will follow a similar strategic approach as that identified across West Yorkshire, and it will support the spatial aspirations for the District in a number of key areas.
- 2.58 It will deliver schemes that will directly unlock housing developments for the District's growing population and enhance connectivity in a way that will support employment growth that will benefit not just Bradford residents, but also those from neighbouring Districts. It will also help tackle some of the infrastructure issues identified in the emerging Bradford Local Plan. Significant growth would be accommodated in the following locations:
- A growth in city centre employment would be encouraged by widening the accessible labour pool to attract new employees from a wider catchment, including not just Bradford but from Halifax, Leeds, Huddersfield, Dewsbury and Manchester
 - In partnership with Network Rail the existing city centre stations would be transformed to create rail gateways with the capacity and quality to attract significant numbers of new users this delivering growth across the District
 - Employment and housing growth on Canal Road would be facilitated by connecting the increased numbers of residents with new and existing employment opportunities in the city centre, in Leeds and across Bradford, and vice versa. The corridor improvements would also connect jobs and employees from north Bradford and Airedale with the rest of Bradford and the motorway network
 - Housing growth across south east Bradford (particularly around the Holme Wood area) could develop because the Fund will provide connectivity into the centre of Bradford and also east to Leeds and south to Dewsbury
 - Across the District new housing, at a lesser scale, would be accommodated sustainably by enabling bus and rail commuting into the urban centres of Bradford and Leeds, but also by enabling longer distance highway commuting via the M62 corridor
 - Employment centres in Keighley, Airedale, Euroway and Bradford will benefit from improved productivity as a result of more reliable and less congested highway access to other businesses and markets particularly those across WY which depend on access via the M62/M1

- Access to the Airport would be enhanced by a number of measures in Bradford and Leeds. The new A65 Link Road would attract traffic from the M62 (west), avoiding the need to travel through Bradford centre. It would also work with the new Bowling Back Lane link in providing a more reliable and faster highway route from the city centre. The improvements planned at Harrogate Road/New Line junction would improve highway capacity and the bus links between the city centre and the Airport as well as enhancing access to the Airedale rail line at the new Apperley Bridge Rail station.
- The proposed transformational schemes will provide new and improved links to Leeds Bradford International Airport, the East Coast Main Line, Wakefield, Sheffield and other significant external connectivity improvements

2.59 Wider benefits affecting local communities and environments will also be delivered from the Core Projects in the Fund. Notably this would include:

- The Canal Road corridor – new dual carriageway with landscaping, lighting and environmental improvements
- A transformed Leeds Road between city centre and Thornbury Gyratory, benefiting from the relocation of most through traffic onto an expanded Bowling Back Lane and creating a quality bus corridor and gateway into Bradford from Leeds, which could enhance and complement the local environment
- Improving the highway network in and around Keighley by addressing congestion on the A650/Hard Ings Road which is a key link along the Airedale Corridor
- A package of expanded park and ride at rail stations including:
 - Steeton and Silsden
 - Shipley
 - Menston
 - Ben Rhydding
 - New Pudsey (in Leeds but used by many Bradford residents)
- A wide scale package of improvements across the Bradford road network including localised highway works, increases in bus frequency and the opportunity to reduce bus fares through reducing bus operating costs will expand the catchment of the urban centres and support increased commuting by bus (delivering reduced bus fares would be dependent upon the framework within which bus services are delivered)

2.60 The Fund will also deliver schemes outside Bradford District which will also enable increased numbers of Bradford residents to access employment outside the District, particularly in Leeds, but also in Calderdale and Kirklees.

3. OTHER CONSIDERATIONS

Strategic Consultation and Engagement

- 3.1 The technical work has been carried out under the direction of the West Yorkshire Transport Portfolio Holders with the support of an Officers' Steering Group made up of Metro, the five West Yorkshire Districts and York. A number of well attended workshops have been held and individual meetings with the District Councils to clarify scheme proposals and priorities.
- 3.2 The management of the technical work has been carried out within Metro with support from external consultants KPMG, Aecom and SDG.

- 3.3 Regular reports have been submitted to the West Yorkshire Integrated Transport Authority and to AWYA.
- 3.4 A communication plan for the 'West Yorkshire Plus' Transport Fund is being prepared by partners to ensure timely and consistent communication with stakeholders.
- 3.5 It is recommended that, in accordance with Paragraph 8.7.4 of the Overview and Scrutiny Procedure Rules, any decisions the Executive makes regarding the content of this report are not subject to call-in as these decisions are required to be referred to Full Council for endorsement on 26th March 2013 to adhere to the timescale set by the West Yorkshire and York partners for approvals in principle to the establishment of the 'West Yorkshire Plus' Transport Fund

4. OPTIONS

- 4.1 Executive could choose to approve the recommendations of the report. This is likely to be in alignment with decisions made by the partner authorities and will ensure that the 'West Yorkshire Plus' Transport Fund can be established subject to a satisfactory conclusion to ongoing City Deal negotiations.
- 4.2 Executive could resolve that the Council does not participate in further development of the 'West Yorkshire Plus' Transport Fund but this would severely damage relationships with partner authorities and jeopardise the current opportunity to secure significant levels of funding to deliver transformational transport schemes in the District.

5. FINANCIAL & RESOURCE APPRAISAL

- 5.1 In time, and during detailed development and phasing work, the size of the Fund and the scale of the expenditure will need to be iterated to match each other. This report presents an indicative approach to this income and expenditure balance, which is considered appropriate at this stage. On this basis the mechanism for creating £1 billion of capital spending power is considered appropriate and the report reflects this potential.
- 5.2 The WYTF Finance Working Group (made up of Strategic Finance Managers from the five West Yorkshire Districts, York and Metro) have identified three main sources of direct contributions into the Fund, and the 'buying power' attributable to each element:
- District Contributions (£749 million)
 - LTP top slice at a level of 40% from LTP into the Fund (£101 million)
 - DfT local major scheme funding (£150 million)*
 - TOTAL (£1 billion)
- (This may be increased once the implications of the recent announcement on devolved major scheme funding has been assessed - WY and York have been informed they will receive £182m over 10 years, which is above the £150m initial assumption)*
- 5.3 To build up the £749 million **capital** element of the Fund, District **revenue** contributions would start in 2014/15 and increase (through extra levy) year on year up to a maximum in 2022/23. That additional contribution would then need to be maintained for a period of 30 years. Since the indicative district contributions were calculated, however, it has been agreed that a contribution will be made to the Transport Fund in 2013/14 through a 2% increase in the ITA levy. These resources will be ring-fenced to the Transport Fund bringing the total amount available in the Fund in 2013/14 to £6m.

- 5.4 The table below sets out the District contributions that would be required in future years and the actual contributions which have been agreed for 2013/14. Contributions are based on June 2011 population figures.

	2013/14	2014/15	2015/16	2016/17	2017/18		2022/23
Leeds	656	1,061	3,433	5,148	6,866	and ramping up year on year to	15,448
Bradford	461	735	2,392	3,589	4,785		10,766
Wakefield	299	447	1,493	2,239	2,986		6,718
Calderdale	176	291	934	1,401	1,867		4,202
Kirklees	359	967	1,934	2,902	3,869		8,705
York		452	905	1,357	1,809		4,070
Total	1,951	3,953	11,091	16,636	22,182		49,909
Per head of population	£0.80	£1.63	£4.57	£6.86	£9.15		£20.58
Per week per head (pence)	1.5p	3.1p	8.8p	13.2p	17.6p		39.6p

District contributions are in £000's

Authority Direct Contributions for 2013/14 and 2014/15 reflect positions in the District Medium Term Financial Plans.

- 5.5 It should be stressed that this level is indicative and not presented as definitive figures. The profile of contributions will adjust to the development and delivery profile once further detailed work is undertaken to assess the phasing of scheme development, and the phasing of borrowing requirements. In addition the contributions will need to reflect the amounts already committed to the Fund and whether the districts would like to see a different phasing of the contributions in the early years. The table does however demonstrate the scale of contributions which would be required over a 40 year period if the objective of a £1bn Transport Fund is to be achieved.
- 5.6 It should be noted that the districts' contributions may need to be amended subject to options for a medium term review and will always be subject to existing DCLG guidance and overall Local Government Powers for raising finance locally.
- 5.7 In addition to the direct contributions, the Fund structure assumes that each district will contribute 40% of their LTP allocations. Whilst these do not represent additional costs to the districts, the extent of local priority schemes which can be accommodated within the remaining resources in each district will clearly reduce. There will however be a significant increase in the funds spent on transport because of the Fund

6 RISK MANAGEMENT

- 6.1 The first key risk is that a lack of support for and progress of the 'West Yorkshire Plus' Transport Fund will undermine the basis of the City Deal with Government resulting in the devolved powers not being secured. This is being managed through ongoing engagement with all partners.
- 6.2 The second risk relates to the need to make early progress on the delivery of schemes to build confidence in the improvements that can be delivered through the Fund. The development phase of the fund is being managed through existing staff resources from the District Councils

and Metro. It is anticipated that a Combined Authority would be established by April 2014 as previously advised to Executive. It is also assumed that the Combined Authority would oversee the development and delivery of schemes from the Fund. Should a positive decision on the fund be taken it is anticipated there will be significant pressure to make substantial and quick progress on scheme delivery. In order to make progress with essential detailed scheme development in the interim a Fund development team is in the process of being established.

7. LEGAL APPRAISAL

- 7.1 There are no specific legal implications arising from this report. If the transport fund is established legal officers from the participating authorities will need to ensure that the arrangements that govern the administration of the fund are compliant with legislation and individual authority requirements. Legal officers from the City Region are meeting on a regular basis to ensure advice is provided on a timely basis to assist in delivery of these initiatives.

8. OTHER IMPLICATIONS

8.1 EQUAL RIGHTS

As the proposals are developed, due regard to equality will be undertaken at the planning and design stages of each scheme as appropriate.

8.2 SUSTAINABILITY IMPLICATIONS

The creation of the Fund will help to regenerate West Yorkshire and York by improving connectivity and providing improved access to jobs.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

One of the objectives of the Fund is to have a neutral impact on carbon emissions compared to a do minimum scenario at a package level. The aspirations for, and predictions of impacts on, CO₂ emissions are described in Paragraphs 2.11, and 2.21 and 2.22 of this report. As indicated it is envisaged that an overall net reduction in emissions can be made as a result of the Core Projects being implemented despite an increase in commuting and business activity because of the additional employment growth that would be supported. In addition there will be some refocusing of the West Yorkshire Local Transport Plan towards measures that will reduce carbon emissions.

8.4 COMMUNITY SAFETY IMPLICATIONS

As well as meeting the objectives listed elsewhere in this report it is likely that many of the projects developed through the Fund will provide safety and security improvements on the transport network.

8.5 HUMAN RIGHTS ACT

None.

8.6 TRADE UNION

Any Trade Union implications arising from the staff resources required for the development of the Fund will be taken into account at the appropriate time.

8.7 WARD IMPLICATIONS

Any schemes developed through the fund would be subject to consultation with local Ward Members, residents and local stakeholders at the appropriate stage.

9. NOT FOR PUBLICATION DOCUMENTS

None.

10. RECOMMENDATIONS

10.1 That Executive supports the principle of establishing a £1 billion 'West Yorkshire Plus' Transport Fund and the associated, indicative levels of financial commitments subject to:

- A satisfactory conclusion to on-going City Deal negotiations, specifically including securing clarity and agreement on an acceptable level of Earn Back funding from future additional business rates in West Yorkshire and York; and
- An in-principle agreement being made by all West Yorkshire District Authorities and York Council.

10.2 That Executive agrees in principle the scope of improvements to be included in the Fund, as referenced in the report and Appendix A, subject to appropriate on-going engagement and consultation with local Members and other relevant partners and communities during scheme design.

10.3 That the decision of the Executive be referred to Full Council for endorsement.

10.4 That, in accordance with Paragraph 8.7.4 of the Overview and Scrutiny Procedure Rules, any decisions the Executive makes regarding the content of this report are not subject to call-in as these decisions are required to be referred to Full Council for endorsement on 26th March 2013 to adhere to the timescale set by the West Yorkshire and York partners for approvals in principle to the establishment of the 'West Yorkshire Plus' Transport Fund

11. APPENDICES

11.1 Appendix A – 'West Yorkshire Plus' Transport Fund – Scheme List

12. BACKGROUND DOCUMENTS

12.1 Unlocking our Economic Potential – A Leeds City Region Deal, 5th July 2012

12.2 'West Yorkshire Plus' Transport Fund - Report to Executive, 9th October 2012

'WEST YORKSHIRE PLUS' TRANSPORT FUND – SCHEME LIST

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
DEVELOPMENT OF TRANSFORMATIONAL SCHEMES			
	<p>These include</p> <ul style="list-style-type: none"> • Electrification and upgrade of all core rail routes. • Heavy Rail or Tram-Train connections between Bradford and LBIA, and between Leeds and LBIA • Delivery of essential improvements including those identified in the Yorkshire Rail Network Study and the reinstatement of the Wortley Curve to provide direct access from Bradford to the East Coast Main Line and direct links to Wakefield and Sheffield • Preparing the local rail network for High Speed Rail • Expansion of the NGT network, e.g. west to Bradford • Full upgrade of the motorway network in West Yorkshire 	<p>These transformational (and generally more expensive) schemes are expected to have the potential to have a significant impact on West Yorkshire's (and beyond into the City Region) economic geography and economic performance. Other schemes could be considered depending on future opportunities and needs.</p>	<p>Likely to have a very significant and long term employment impact</p>
RAIL STATION GATEWAYS			
	<p>Enhancement of rail stations in the main urban areas to make them more welcoming gateways and facilitate interchange. Stations likely to include Leeds, Bradford Interchange, Bradford Forster Square, York, Halifax, Huddersfield and Castleford</p>	<p>Supports other schemes including all rail enhancement schemes.</p>	<p>Likely to have a significant employment impact, in parallel with other improvements</p>

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
BRADFORD SCHEMES			
Tong Street - Westgate Hill Street – Laisterdyke New Link including Bowling Back Lane highway link	A new highway link from the A650 to the A6177 in South East Bradford. The route will link to the A651 to North Kirklees and A650 Westgate Hill roundabout. The scheme also involves improving Bowling Back Lane between the A650 roundabout and Sticker Lane. This will provide an alternative route for traffic between Bradford City Centre and Thornbury Gyratory.	Facilitates housing growth in Bradford and improves access to the Holme Wood area. The Bowling Back Lane component provides additional highway capacity between Bradford and Leeds, and enables the transformation of Leeds Road to address local issues and upgrade the Route 72 Hyperlink bus service. Significant increases in accessible labour markets support the new job growth, particularly in Bradford	1200+
Bradford - Shipley Corridor Improvement	Capacity enhancement and bus priority including the dualling of sections of Canal Road. Highway improvements at the A6038 Otley Road/A650 Bradford Road and the A6038 Otley Road/A6037 Valley Road junctions will be undertaken to encourage through traffic to use Canal Road rather than the A650 corridor which will improve bus operating conditions on the A650 corridor.	Supports employment and housing growth along Canal Road by removing significant levels of congestion along the corridor. Also supports improved access into the Bradford City Centre and south Bradford (and the M62) from Shipley, Airedale and beyond.	960+
A650 Bradford to Keighley Corridor	Highway improvements to allow for easier access to Keighley and movement of traffic and pedestrians within Keighley Town Centre. This scheme includes measures designed to enable the regeneration of Keighley town centre and address congestion issues. A650 Hard Ings Road will be upgraded to a dual carriageway to increase the road capacity and remove some traffic from Keighley town centre.	Reduce congestion on the road network in and around Keighley. Reduces commuting times and business costs for longer distance traffic from North West Bradford (and Skipton) along Airedale and to the motorway network.	170+
A650 Tong Street	Highway widening on the A650 to increase capacity at junctions and allow for either a bus lane or a High Occupancy Vehicle Lane from the A650/A651 Westgate Hill Street to Knowles Lane. There are also provisions for an inbound priority lane on Westgate Hill Street east of the A651.	Supports sustainable housing growth in South East Bradford by providing faster and more reliable bus access into the city centre. Addresses poor local traffic and environmental conditions, congestion and improves the strategic links between Dewsbury and Bradford, and Wakefield and Bradford	160+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
Harrogate Road/New Line Junction	All of the approaches to this junction would be improved to relieve the heavy congestion which currently afflicts the junction at peak hours. Pedestrian and cycling facilities will also be provided at the junction, where none currently exist.	This scheme would address a heavily congested junction in north Bradford and by providing improved high way access would create increased housing and employment opportunities in the area and enhance connectivity into Bradford from the Airport, access to the new Apperley Bridge rail station and highway access between Leeds and north Bradford and Airedale.	30+
CROSS BOUNDARY SCHEMES WITH ELEMENTS IN BRADFORD			
CalderVale Line Enhancements (Leeds-Bradford-Halifax- Manchester)	Short term enhancements designed to assist the case for electrification. Includes an increase in frequency of services to/from Manchester and improvements to rolling stock. The scheme complements the planned Low Moor Station and Network Rail's Northern Hub improvements.	The scheme will make it easier to access employment opportunities (particularly in Manchester, Halifax, Bradford and Leeds) for communities living along the route along the route.	300+
A641 Bradford to Huddersfield Corridor	Town centre improvement works in Brighouse to improve pedestrian and cycle access, bus speeds and the urban realm. A new bypass, around Brighouse to the east and south. Road space reallocation generally within the existing highway boundary to provide lanes for priority vehicles. Junction improvements to increase capacity and targeted at priority vehicles	Supports employment and housing growth along the Bradford-Huddersfield corridor and across East Calderdale, including east and south Brighouse. Improves access to the M62, Cooper Bridge, and tackles significant congestion around Brighouse. Further benefits when implemented with the M62 junction 24a proposal	590+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
WEST YORKSHIRE WIDE SCHEMES			
Rail Park and Ride Package	Nearly 2,000 additional Park and Ride spaces at existing rail stations to accompany Department for Transport investment in additional train capacity.	The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail	150+
Core Bus and Road Network Upgrade	A comprehensive and substantial upgrade of all 'core' routes across West Yorkshire to reduce congestion, improve reliability and speed up journey times. Route-by-route, a mix of measures will be applied to tackle congestion hotspots, improve junctions, manage parking better whilst improving conditions for pedestrians, cyclists and local businesses and communities. The bus element is targeted at reducing operating costs by reducing journey times, converting the bus fleet to low carbon and improving passenger information	Outcomes will include an 8% average reduction in journey times for all traffic and a 40% increase in reliability. The bus element would deliver a further 4% improvement in journey times, a 7% increase in bus frequencies and a reduction in fares (by reducing the overall costs of the operation). Substantial reductions in the cost to businesses and better accesses to employment opportunities will support the job increases and improve productivity	2560+
Highway Network Efficiency Programme)	This scheme tackles congestion across West Yorkshire with improvements to traffic control systems and integration of traffic management and traffic signal control centres. This will facilitate the creation of management plans for specific corridors tailored to reduce congestion and delays. It will also provide better resilience to extreme weather events.	Congestion and delays will be reduced at hotspots across West Yorkshire meaning more reliable journeys for commuters, freight users and bus passengers. It will provide valuable evidence and data on where further improvements would bring even more benefits to commuters, businesses and local communities	400+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
OTHER CROSS BOUNDARY SCHEMES			
A653 Leeds - Dewsbury Corridor	Corridor improvement incorporating bus reliability, capacity enhancements, Park and Ride facilities and highway capacity improvements at key junctions. Includes developing express bus services between Leeds City Centre and Dewsbury (with stops at key locations such as business parks, park and ride sites, and shopping centres), creation of bus lanes, bus priority schemes, and highway, junction and traffic light improvements	Supports housing and employment growth in north Dewsbury (Chidswell) while providing existing and new residents with faster access (by car and bus) to Leeds city centre, White Rose, Aire Valley and the M62 corridor. It addresses local congestion issues, helps cyclist and pedestrian movement and provides better access to Leeds city centre, thereby helping to accommodate further city centre and local employment growth.	700+
Halifax - Huddersfield A629 Corridor	Traffic light priority and major and minor junction improvements for access into Huddersfield and Halifax including an additional lane at Salter Hebble junction facilitating easier vehicle movements to Copley and Sowerby Bridge and a reconfiguration of the Ainley Top roundabout to reduce delays. This scheme includes road space and junction reorganisation, signals optimisation, park and ride sites including at Ainley Top, an express bus service, and gating along the corridor to control access to bottlenecks and to give priority to HGVs and LGVs with a more direct route provided to the A58. Halifax town centre would benefit from improvements to the public realm, a major rail station upgrade, a bus box and pedestrianised zone creating a gateway to Piece Hall and the town centre. Bus priority, including bus gates and mini bus terminus to support bus-rail interchange in Halifax,	This scheme would help transform Halifax town centre and support the city centre action plan. It would open up new employment land to the east of the centre, while also providing a faster more sustainable and reliable route to north Halifax and Huddersfield from the M62. It would support faster two way bus commuting between Halifax and Huddersfield, as well as sustainable (bus based) access to the two centres to/from the M62. This would support employment growth. Businesses in Calderdale and Kirklees would become better connected to labour markets across WY. There would be significant improvements for access to Copley and Sowerby Bridge with the removal of several congested junctions on the A629 corridor while addressing key air quality problem locations and improving safer cycle access to the Route 66 cycle network.	1350+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
KIRKLEES SCHEMES			
New Motorway Junction 24a on the M62	A new motorway junction to tackle regular delays and queuing vehicles backing up on the M62. A new restricted access grade separated motorway junction with east facing slip roads (to allow vehicles to access the M62 in the eastbound direction and to exit from the M62 westbound).	Provides better access to the M62 for residents and businesses in North Huddersfield and East Calderdale, reducing congestion at Cooper Bridge and junctions 24 and 25. Supports the growth of Cooper Bridge employment site.	370+
A62 Huddersfield to Heckmondwike & A644 Dewsbury to M62 including Cooper Bridge	Highway work to deal with congestion in and around the Cooper Bridge Gyratory junction to the east of Huddersfield and facilitate access to the development site. Includes road widening, junction improvements and a new relief road around Ravensthorpe. Where feasible, road space will be provided for 'priority' vehicles	Supports employment growth in the Cooper Bridge area by providing better access from existing and new housing in Dewsbury, Huddersfield and parts of Calderdale. Improved access to the M62 provides wider connectivity improvements. Also supports housing growth in South Dewsbury and addresses local air quality and congestion issues	500+
LEEDS SCHEMES			
New Rail Park and Ride Station East of Leeds	A strategic park and ride station at Micklefield complementing Network Rail's proposed investment in a turn-back facility. The station will be located on rail routes to Leeds, Selby and York close to the A656, the A1(M), M1 and A64. There will be 500-750 additional park and ride spaces.	Supports sustainable employment growth, particularly in Leeds City Centre, by making Leeds more accessible to areas of North Yorkshire and York. It will help reduce highway congestion in east Leeds and on the A64.	600+
East Leeds Orbital and Outer Ring Road	A scheme to facilitate economic development including new orbital highway route from the M1 Junction 46 to west of the A58. Upgrade of the A61 and King Lane roundabouts to traffic light controlled junctions. Includes a link road between Manston Lane (MLLR) and M1 Junction 46 and East Leeds Orbital Route (ELOR) from Manston Lane to the west of the A58.	Facilitates significant housing and employment growth. Provides significant journey time savings across the orbital northern route around Leeds, reducing business costs and expanding commuter catchments to employment sites such as Thorpe Park. Assists the uptake of public transport, by reducing congestion. Supporting significant levels of housing growth will provide the labour pool needed to support employment growth in Leeds	+1700

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
Aire Valley Enterprise Zone Package	A new Link road and river bridge to connect East Leeds Link Road to Pontefract Road. Strategic Park and Ride site on East Leeds Link Road with an express bus service to Leeds City Centre and connecting services to local communities. This scheme will pave the way for the proposed NGT extension into the area.	Significant improvements in access to and through the Enterprise Zone facilitating the expansion of businesses and employment opportunities in Leeds and adjacent districts, particularly Wakefield, Castleford/Pontefract and Dewsbury. Better access for deprived communities to around 40,000 new jobs.	+400
New Generation Transport (NGT) Trolleybus Line 3 to Aire Valley (Leeds)	Follow-on from lines 1 and 2 to link the Aire Valley Enterprise Zone with Leeds City Centre and the rail station. Connections and enhancements to the planned Park and Ride site accessed via Junction 45 of the M1. The scheme is complementary to the proposed Aire Valley Integrated Transport Scheme.	Supports sustainable employment growth in the Aire Valley by providing better access to this important growth area from across the City Region, and particularly from the rest of Leeds, Bradford, Wakefield and Dewsbury.	1100+
New Access Road to Leeds Bradford Airport	A new single carriageway road linking to the airport with new junctions on the A65 and A658 with upgrade to the A65 to provide bus priority measures including at the A65/A6120 junction..	Improves highway access to Leeds Bradford International Airport and enables future employment growth. Supports improvements in express bus links between the Airport and the centres of Leeds and Bradford. Reduces congestion on the A65 and A658 through Rawdon & Yeadon.	200+
Leeds A6110 Outer Ring Improvement	Highway improvements package for the A6110 from M621 J1 to the A647 Stanningley Bypass. Includes enhanced pedestrian and cycling facilities as well as junction improvements at key intersections along the route. Complements measures planned elsewhere on the Leeds Outer Ring Road.	Reduces business costs and expands labour markets by addressing significant congestion on the Ring Road through Farnely and Wortley. Improves the performance of radial bus movements and significantly improves access to the M621 from East Bradford and West Leeds.	200+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
Leeds City Centre Package	A city centre traffic management package that reduces through traffic in and around Leeds City Station (enhancing it as a pedestrian gateway), and improves bus, rail and taxi interchange. The scheme includes measures at City Square, improving Armley Gyratory junction, enhancements to the M621 corridor, new signage, 'active' traffic management on the Inner Ring Road, revised traffic circulation south of the river and the provision of additional bus facilities.	This scheme and benefits are still being refined, particularly in light of the recent High Speed Rail announcement. A key outcome of the scheme will be improved public realm and a more pedestrian friendly central area. Supports significant employment growth in the city centre.	Likely to be significant
WAKEFIELD SCHEMES			
Wakefield Eastern Relief Road	The Wakefield Eastern Relief Road is between the A638 (Doncaster Road) to the east and A642 (Aberford Road) to the north. The road crosses the River Calder and the Wakefield – Normanton – Castleford rail line. A Park and Ride site of 300+ spaces is included close to the A642 near to Pinderfields General Hospital. Bus priority measures on the A642 and/or the A638 towards and including Wakefield City Centre are also included.	Substantial job creation through providing direct access into the East Wakefield employment growth area for residents across Wakefield. The road acts as a bypass to the City Centre and therefore reduces congestion and increases accessibility. The Park and Ride aspect locks in the public transport benefits.	1700+
Wakefield City Centre Package	Integrated Transport improvements in Wakefield City Centre to ease congestion and improve bus, cycle and pedestrian movements. Includes a new gyratory system using Ings Road, Denby Dale Road and Charlesworth Way. Also includes a major junction improvement at the junction of Marsh Way, Peterson Road and Kirkgate and southbound bus lane on Kirkgate.	Employment benefits by reducing congestion and improving accessibility to Wakefield City Centre. Support sustainable growth in the city and provide the necessary highway infrastructure to facilitate the regeneration of Kirkgate and Ings Road. Delivers improved pedestrian connectivity, safety/security and air quality.	190+
Glasshoughton Southern Link Road	A new highway link from Cutsyke Road through to Whistler Drive aimed at cutting congestion. It includes upgrading footpaths and bridleway facilities around the roundabout on Cutsyke Road	Supports employment growth in Glasshoughton and facilitates the access to it from the M62, Castleford and other parts of West Yorkshire.	130+

Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional WY employment after 10 years of completing the Fund
Pontefract Northern Bypass	A new section of highway on the northern extent of the old Prince of Wales Colliery site from Park Road (with a new traffic light controlled junction) to Skinner Lane	Reduce congestion between Pontefract and the M62 and enables housing growth with Pontefract. Increases the labour catchment area for new employment opportunities in the area and in the Aire Valley.	50+
Castleford Northern Bypass	A regeneration scheme involving a new 5km single carriageway to the north of Castleford and north of the River Aire. The new road is situated between Cinder Lane, Lock Lane and Wheldon Road. Includes a new roundabout at the A6032 Methley Road, Cinder Lane junction.	A key component of the Castleford Growth Plan which seeks to increase employment, facilitate the regeneration of the river front and cater for the housing growth. Widens the labour market catchment area for new employment and provides local people with better access to employment	350+

YORK SCHEMES			
Scheme Name	Outline Scheme Description	Summary of Scheme Impacts	Additional York employment after 10 years of completing the Fund
A19 Corridor, York	Provision of bus priorities and improved access to the Designer Outlet Park and Ride facility to the south of York city centre.	Reduces journey times and provides enhanced access to employment opportunities. Highway works will improve flood defences in the area boosting network resilience.	50+
Clifton Moor Park and Ride & Corridor, York	New Park and Ride at Clifton Moor to the north of the city and enhancements to the corridor linking it to the City Centre including bus priority lanes	Improves access to employment in central York, and improved public transport services to York Hospital building on York's successful Park and Ride strategy	50+
York City Centre Public Transport Infrastructure	Substantial enhancements to the public transport infrastructure and public transport priority measures across the central York historic core. Includes a new bus interchange adjacent to the railway station	Improves accessibility to employment in central York and widens accessible labour market. Likely to improve bus journey times and service reliability.	20+

York Central Access	New transport links to provide access to the York Central development site adjacent to York station. Likely to include new means of pedestrian access to the station and sustainable links to neighbouring areas.	Provides enhanced access for all modes of transport to this major development site and facilitates the creation of over 1300 jobs and GVA of more than £92m per year	1300+
York Outer Ring Road Enhancements	Improvements along the northern section of the A1237 York Outer Ring Road to tackle this significant congestion hotspot and remove existing pinch points, through the targeted upgrade of existing junctions and approaches.	Improves journey times and reliability for businesses, commuters and leisure travellers. Will improve access from York and the wider county of North Yorkshire to the Strategic Road Network at the A1 and will benefit road users travelling from Harrogate – Malton – Scarborough and Selby – Harrogate.	100+