

# SCHEME ASSESSMENT SUMMARIES - POST 2014 SCHEMES / INTERVENTIONS

January 2009

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POST 2014 SCHEMES / INTERVENTIONS

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**Summary Scheme Info**

Scheme Name Improvement Package for Rail Stations on the Caldervale Line  
 Scheme Promoter Calderdale Metropolitan Borough Council

Scheme Description *Specific interventions have not yet been determined and will be decided after detailed consultation and analysis of the network and provision. Generally the improvements will be station improvements along the Caldervale line along with bus improvements.*

Level of Specification Strategic Scheme

Scheme Cost 10 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 2 - Leeds  
 RSS 1 - Transform regeneration priority areas

RTS Priority A5 - Transpennine rail  
 A7 - Leeds City Region  
 A10 Leeds and Manchester City regions

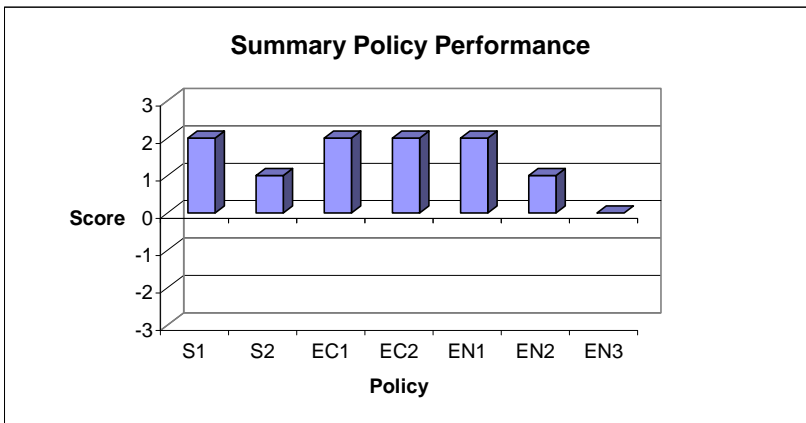
**Local Problems and Objectives**

Problems *Design of junctions in Halifax and capacity bottlenecks  
 Inefficiencies and unnecessary vehicle travel caused by restricted access  
 The location or operation of pedestrian facilities or bus stops  
 Poor or outdated traffic signal operation or coordination*

Objectives *Improve the passenger experience of the strategic rail and local bus services across the district  
 Improve the quality, safety and attractiveness of the town centres to shoppers, visitors and pedestrians in particular  
 Encourage sustainable tourism through a demand led, flexible bus network which integrates with the rail times*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improves access from deprived areas
	Regeneration (places)	S2	1 Localised regeneration around stations.
Economic	Growth (GVA)	EC1	2 Modal shift and increased PT efficiency
	Sustainable growth - environmental	EC2	2 Provides improved PT access along key corridor
Environmental	GHG	EN1	2 Encourages sustainable tourism with flexible transit network
	Local	EN2	1 Improves the quality, safety and attractiveness of town centres
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**

*Scheme promotes town centre safety and improved local air quality*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Connecting Airedale Stage 4
Scheme Promoter	Metro/Bradford
Scheme Description	<i>Shipley Eastern Relief Road (SERR) proposal to improve network performance, open up development sites, enable bus priority on the A6038 and tackle amenity, safety and air quality problems. Leeds Road HOV is designed to reduce queues on Leeds Road and encourage car sharing. Otley Road bus lanes will be 24 hour bus lanes with pre-signals for buses and signal priority. Access Route 5 from Windhill and Crag Road to Shipley Rail Station opening up eastern access to the rail station via an existing footpath.</i>
Level of Specification	Local Package
Scheme Cost	63.8 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

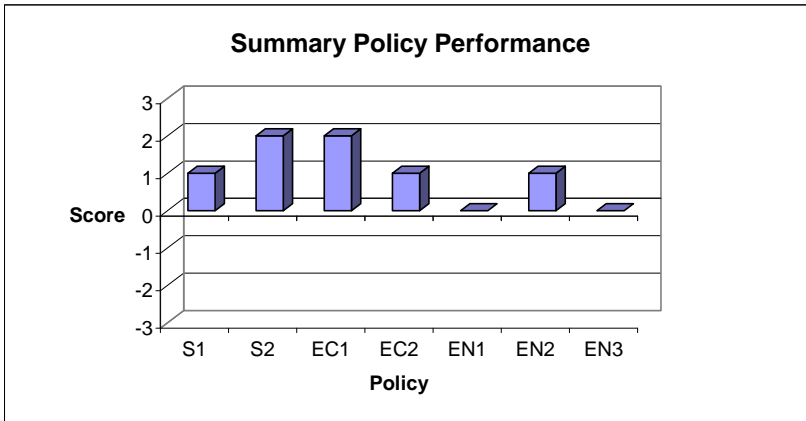
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Demographic issues - including pockets of social deprivation and low car ownership Peak period traffic congestion in Shipley and resulting public transport problems Safety and local environmental (noise and air quality) problems Constrained opportunities for development sites Poor pedestrian provision in Shipley</i>
Objectives	<i>Improve the town centre as a retail, business and leisure destination Assist in the regeneration of the Airedale corridor Improve public transport reliability Remove through traffic from Shipley town centre Introduce better pedestrian crossing facilities</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improved access to Bradford</i>
	Regeneration (places)	S2	2 <i>Link to development sites.</i>
Economic	Growth (GVA)	EC1	2 <i>Reduced journey time and congestion</i>
	Sustainable growth - environmental	EC2	1 <i>Improved public transport and road improvements</i>
Environmental	GHG	EN1	0 <i>Offsetting impacts. Broadly neutral.</i>
	Local	EN2	1 <i>Reduced congestion</i>
	Physical	EN3	0 <i>Offsetting impacts.</i>



**Local Policy Objectives Met**

*Improved access to serve and promote regeneration corridor..*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name M1 Junction 37 to Barnsley Town Centre Strategic Link  
 Scheme Promoter Barnsley Council

Scheme Description *A new strategic highway route providing a link between the town centre and the M1 J37 to ease tidal congestion into the town. Numerous options have been explored but further work is required to decide on a preferred option.*

Level of Specification Local Scheme

Scheme Cost 155 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas

RTS Priority A6 - North-South Road Links

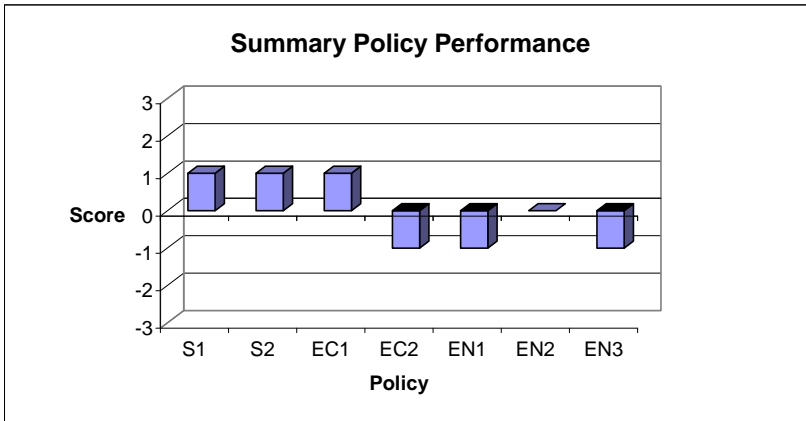
**Local Problems and Objectives**

Problems *Chronic congestion at the roundabout in the morning  
 Traffic volumes in excess of capacity at the Dodworth/Pogmoor Road/Broadway signal  
 Long queues develop on the approach to the Town end in the morning peak resulting in air quality and noise problems*

Objectives *Promote the economic growth of the Borough by supporting the sustainable use and development of employment sites  
 Promote environmental improvement along local roads by managing traffic and support sustainable modes of transport  
 Support a cost effective reduction in journey times between the M1 and the Town Centre  
 Provide better access to town centre tourism and leisure destinations  
 Support safer use of the highway network*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Increased access to jobs in Barnsley.
	Regeneration (places)	S2	1 Serves RPA but does not support town centre movements
Economic	Growth (GVA)	EC1	1 Reduced journey times
	Sustainable growth - environmental	EC2	-1 Increased road space
Environmental	GHG	EN1	-1 Increased road use
	Local	EN2	0 Offsetting impacts.
	Physical	EN3	-1 Physical impact of new link.



**Local Policy Objectives Met**  
 Congestion relief into Barnsley.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment



**Summary Scheme Info**

Scheme Name Langsett Bypass  
 Scheme Promoter Barnsley Council

Scheme Description *A new road to bypass Langsett village that will incorporate traffic management features that cannot viably be introduced on the existing A616 through the centre of Langsett village. The bypass will provide a solution to the existing environmental issues in the village as well as a way of avoiding any additional problems arising from the restraint measures proposed as part of the Mottram / Tintwistle bypass.*

Level of Specification Local Scheme

Scheme Cost 13.4 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas

RTS Priority B3 - Increase accessibility of regeneration priority areas

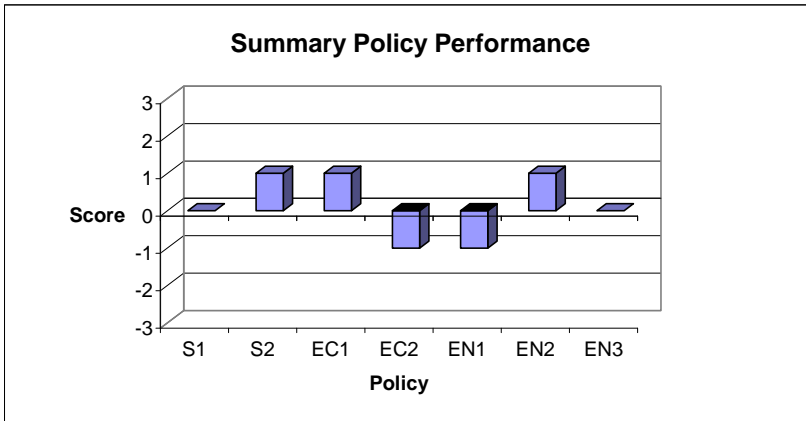
**Local Problems and Objectives**

Problems *Environmental issues  
 Problems arising from the restraint measures proposed as part of the Mottram / Tintwistle bypass*

Objectives *Improve environmental conditions  
 Air quality improvement  
 Noise nuisance reduction  
 Improve safety*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 Does not directly address accessibility issues
	Regeneration (places)	S2	1 Reduced severance in villages.
Economic	Growth (GVA)	EC1	1 Small journey time benefit.
	Sustainable growth - environmental	EC2	-1 Increased road space
Environmental	GHG	EN1	-1 Increased road use
	Local	EN2	1 Reduced congestion and fewer HGVs in towns and villages
	Physical	EN3	0 Offsetting impacts.



**Local Policy Objectives Met**  
*Improvements to the local environment.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name A641 Bradford - Brighouse Bus Corridor Improvements  
 Scheme Promoter Bradford Council

Scheme Description *A combination of measures incorporating physical highway facilities together with a combination of bus infrastructure and priority, route information, service levels and vehicle standards. The opportunity would also be taken to improve pedestrian and cycle facilities on the corridor.*

Level of Specification Local Package

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority B3 - Increase accessibility of regeneration priority areas

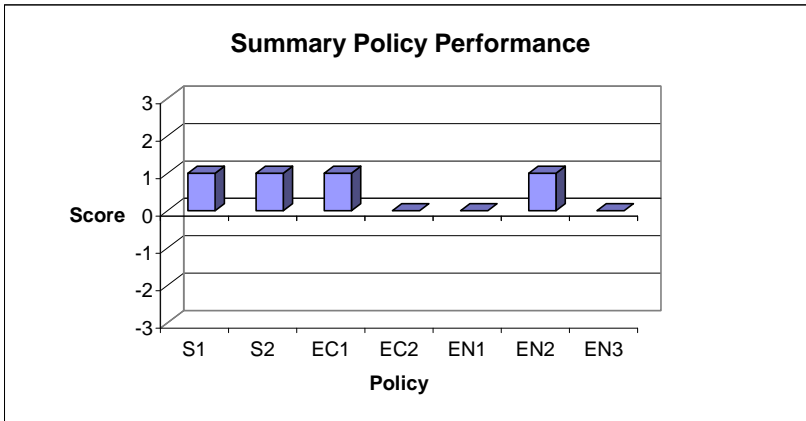
**Local Problems and Objectives**

Problems *Issues associated with bus movements and service provision*

Objectives *To provide a co-ordinated package maximising the effectiveness of bus services*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increased access to jobs in Bradford</i>
	Regeneration (places)	S2	1 <i>Reduced journey times and increased public transport quality</i>
Economic	Growth (GVA)	EC1	1 <i>Reduced journey times</i>
Environmental	Sustainable growth - environmental	EC2	0 <i>Increased public transport and increased road provision</i>
	GHG	EN1	0 <i>Increased public transport and road provision</i>
	Local	EN2	1 <i>Decreased congestion</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**

*Improvements to local bus service provision.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Improvements to transport links on the A658 Harrogate Road Corridor between Bradford and the A65  
 Scheme Promoter Bradford Council

Scheme Description *A range of measures incorporating highway, public transport, cycling and pedestrian facilities will be under consideration to improve access between communities as well as the airport.*

Level of Specification Local Package

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 A11 - Leeds Bradford International Airport  
 B3 - Increase accessibility of regeneration priority areas

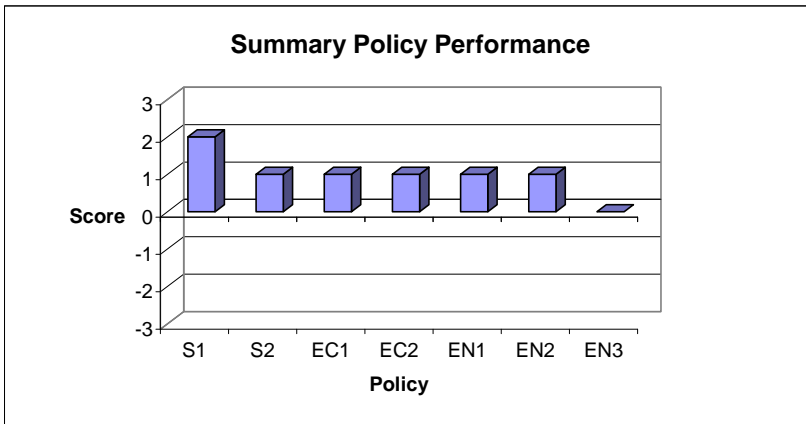
**Local Problems and Objectives**

Problems *Increasing housing developments  
 Bottlenecks  
 Substantial growth at LBIA*

Objectives *To meet regional and city region transport aims and strategies as well as those of West Yorkshire and Bradford*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Additional access to jobs in area</i>
	Regeneration (places)	S2	1 <i>Reduced journey times and improved public transport in deprived areas</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in journey time and increased transport reliability</i>
	Sustainable growth - environmental	EC2	1 <i>Improved public transport as well as new cycle and pedestrian facilities</i>
Environmental	GHG	EN1	1 <i>Mode shift from cars with additional public transport, cycle and pedestrian facilities</i>
	Local	EN2	1 <i>Additional pedestrian and cycle facilities</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**

*Improved local accessibility and environmental improvements.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Additional Relief Road in Keighley  
 Scheme Promoter Bradford Council

Scheme Description *The project would provide an alternative traffic route between the A650 to the north of Keighley and the communities south of Keighley centre. This would be accompanied by measures in the town centre to: enhance pedestrian movements both within the town centre itself and in accessing the essential bus interchange and rail station facilities, control general traffic in the town centre and provide priority to bus services through this area and improve and provide cycle facilities.*

Level of Specification Local Scheme

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority B3 - Increase accessibility of regeneration priority areas  
 A7 - Leeds City Region

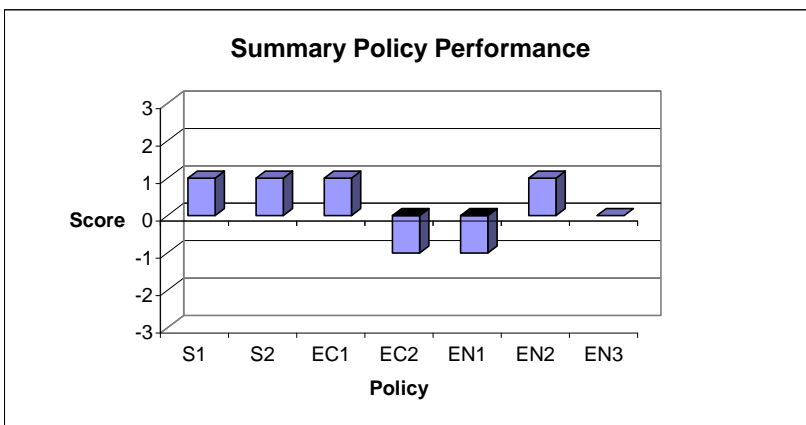
**Local Problems and Objectives**

Problems *High levels of congestion  
 Growing demands for development within Keighley*

Objectives *Remove extraneous traffic from the town centre and its approaches  
 Provide assistance to public transport, pedestrian and cycling movements throughout the area*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Additional access to jobs in Keighley.</i>
	Regeneration (places)	S2	1 <i>Reduced journey time in the city centre and improved public transport</i>
Economic	Growth (GVA)	EC1	1 <i>Reduced journey time and increased public transport reliability</i>
	Sustainable growth - environmental	EC2	-1 <i>Increased road space</i>
Environmental	GHG	EN1	-1 <i>Increased road space</i>
	Local	EN2	1 <i>Additional pedestrian and cycle facilities</i>
	Physical	EN3	0 <i>Offsetting impacts.</i>



**Local Policy Objectives Met**  
*Improved town centre environment.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Improved transport network in Bradford city centre  
 Scheme Promoter Bradford Council

Scheme Description *The project will establish a transport network in the Bradford city centre providing the necessary public transport, pedestrian, cycling, service and other access requirements to maintain the viability of the area following the implementation of the masterplan proposals. It will also maximise accessibility to links by sustainable modes between Bradford and Leeds.*

Level of Specification Local Package

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

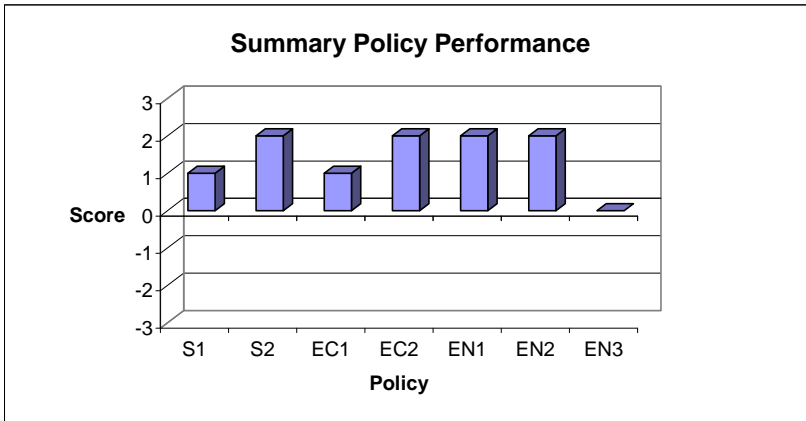
**Local Problems and Objectives**

Problems *Need for far-reaching changes to employment, retail, housing, commercial and other land uses  
 The need for a far reaching re-evaluation and potential reorganisation of transport facilities*

Objectives *Provide and maintain essential access for all modes  
 Support the city region aims and aspirations  
 Support the provision of employment and regeneration at more intensive levels in the city centre*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access within city centre
	Regeneration (places)	S2	2 Improved public transport, cycle and pedestrian environment in the city centre
Economic	Growth (GVA)	EC1	1 Reduced journey time and increased public transport reliability
	Sustainable growth - environmental	EC2	2 Improved transport in city centre
Environmental	GHG	EN1	2 Mode shift from cars with additional public transport, cycle and pedestrian facilities
	Local	EN2	2 Additional pedestrian and cycle facilities
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**

*Improvements to city centre environment.*

**Deliverability (showstopper) risk**

Deliverability risk

Comment



**Summary Scheme Info**

Scheme Name Relief Road bypassing Silsden  
 Scheme Promoter Bradford Council

Scheme Description *The project provides an alternative route for traffic between the A6034 north of Silsden and the A629 to the south, avoiding the town centre. Complementary measures in the town centre would seek to enhance: town centre facilities, pedestrian movements in this area and bus access and penetration of this area.*

Level of Specification Local Scheme

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

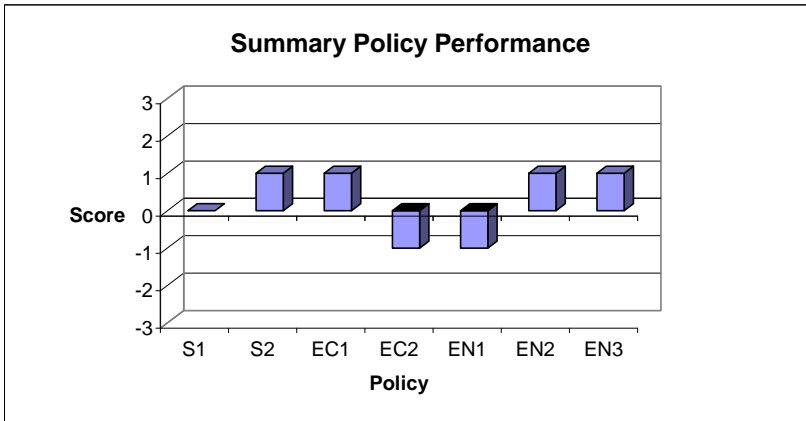
**Local Problems and Objectives**

Problems *Major and heavily used road bisects the town centre  
 Road is narrow and is heavily used by large vehicles  
 Demands of growth are likely to increase pressures*

Objectives *Address adverse town centre, pedestrian and traffic conditions which are experienced by the community  
 Remove extraneous traffic from the town*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 Road scheme to reduce city centre traffic
	Regeneration (places)	S2	1 Improved environment in Silsden
Economic	Growth (GVA)	EC1	1 Reduction in journey time and increase in reliability in city centre
	Sustainable growth - environmental	EC2	-1 Increased car use with road expansion
Environmental	GHG	EN1	-1 Increased car use with road expansion
	Local	EN2	1 Positive impact in the centre
	Physical	EN3	1 Offsetting impacts.



**Local Policy Objectives Met**  
 Improve town centre environment.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Doncaster Urban Renaissance Masterplan Solutions Phase 1  
 Scheme Promoter Doncaster Council

Scheme Description *The first phase of the Great Street Project, which includes the remodelling of the A630 Church Way between St George's Gyratory and Holmes Market incorporating modifications to the existing junctions.*

Level of Specification Local Package

Scheme Cost 10.9 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

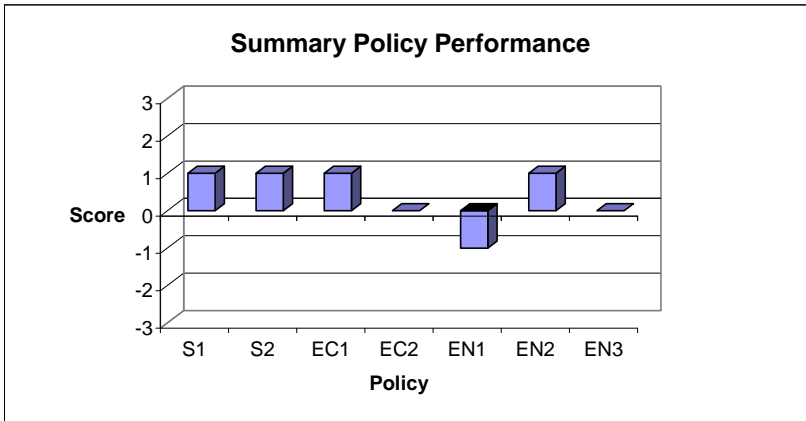
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RTS Priority A8 - South Yorkshire connectivity  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems *This section of road is currently near capacity  
 Existing layout restricts traffic flow  
 Pedestrian access to the waterfront from the interchange is poor  
 Current layout creates barriers for non-motorised users wishing to move between the town centre, Doncaster College, markets and Waterfront  
 Underuse of the Sheffield and South Yorkshire Navigation*  
 Objectives *Meet the Council's LTP objectives in terms of road safety, accessibility and the environment  
 Create a high quality, safe environment that encourages non-motorised use  
 Provide better pedestrian route on the desire line between the markets and the hub  
 Provide improved and safer cycle facilities  
 Improve public transport provision*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access to jobs within the city centre
	Regeneration (places)	S2	1 Reduction of journey time in the city centre
Economic	Growth (GVA)	EC1	1 Reduction of journey time and increased reliability of public transport in the city centre
	Sustainable growth - environmental	EC2	0 Improved junctions
Environmental	GHG	EN1	-1 Likely increase in car use
	Local	EN2	1 Reduced city centre congestion
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**  
 Improve town centre environment.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Doncaster town centre Quality Street improvements  
 Scheme Promoter Doncaster Council

Scheme Description *This project includes revised traffic management to make Hallgate, Silver Street one way enabling pedestrian enhancements, reduced timing movements at key junctions to ease town centre congestion and priority systems to public transport.*

Level of Specification Local Package

Scheme Cost 4.9 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RTS Priority A8 - South Yorkshire connectivity  
 B3 - Increase accessibility of regeneration priority areas

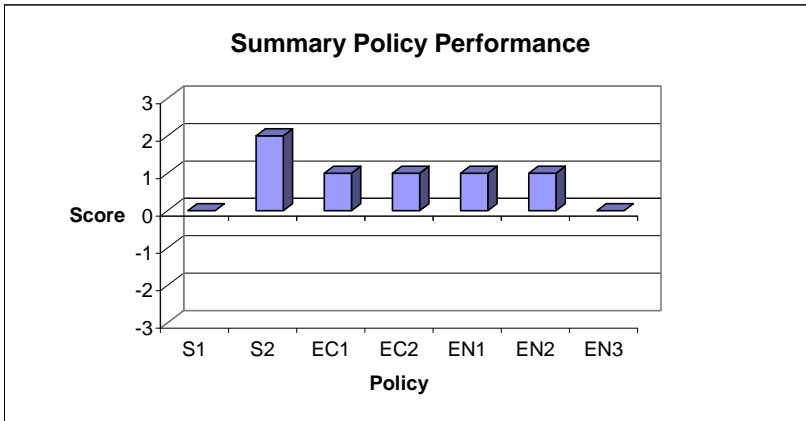
**Local Problems and Objectives**

Problems *Poor pedestrian environment on the edge of the town centre and a poor gateway to the town centre  
 Poor environment resulting in poor traffic for retail  
 Delays to bus service due to indiscriminate parking and lack of loading facilities  
 Town centre streets being used by through traffic*

Objectives *Remove through traffic from town centre streets  
 Provide enhanced facilities for pedestrians, cyclists, busses, disabled and service deliveries  
 Reduce accidents and improve the public realm  
 Improve street lighting to improve safety  
 Reduce congestion, delay and reliability for non-car modes contributing to modal shift and reduce congestion*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 Minimal impact on access to jobs
	Regeneration (places)	S2	2 Improved urban environment.
Economic	Growth (GVA)	EC1	1 Reduced journey time and increased public transport reliability
	Sustainable growth - environmental	EC2	1 Traffic management and improved pedestrian and cycle facilities
Environmental	GHG	EN1	1 Mode shift away from cars
	Local	EN2	1 Improved pedestrian and cycle realm
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**  
*Improve town centre environment.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name M18 J2-3  
 Scheme Promoter HA/Doncaster Council

**Scheme Description**

*This project suggests a number of different highway improvements to improve traffic flows between J2 and 3 on the M18.*

Level of Specification Strategic Scheme

Scheme Cost 162 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority A12 - Robin Hood Airport Doncaster Sheffield  
 B3 - Increase accessibility of regeneration priority areas  
 A8 - South Yorkshire connectivity

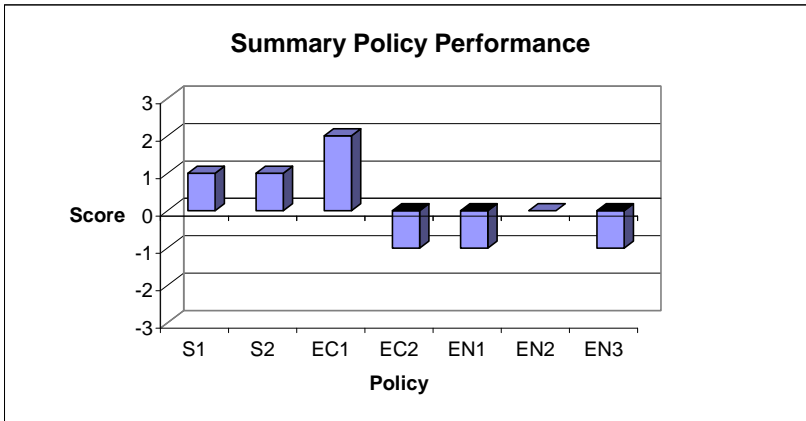
**Local Problems and Objectives**

Problems *High volumes of traffic and a large amount of weaving  
 Operational problems created by considerable numbers of freight vehicles  
 Insufficient capacity  
 Lack of capacity to serve RHADS  
 Inability to meet future growth projections*

Objectives *Alleviate current operational issues and to enable sustainable future traffic growth on the M18 between Junction 2 and 3  
 Facilitate emerging regional development projects along the M18 corridor including RHADS, Inland Port and associated development  
 Possibly facilitate other regional developments*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Limited additional access to jobs
	Regeneration (places)	S2	1 Reduced journey time, but limited public transport expansion
Economic	Growth (GVA)	EC1	2 Reduced journey time and increased capacity for future growth
	Sustainable growth - environmental	EC2	-1 Increased car use with road expansion
Environmental	GHG	EN1	-1 Increased car use with road expansion
	Local	EN2	0 No significant impact
	Physical	EN3	-1 Physical impact of new road.



**Local Policy Objectives Met**

*Support further development of RHADS.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Harrogate and Knaresborough Integrated Transport Package  
 Scheme Promoter North Yorkshire Council

Scheme Description *Package of measures to improve transport interchanges in Harrogate, potential new station, bus priority measures, pedestrian and cycle routes and infrastructure, local and strategic P&R, UTM system upgrade and major highway scheme including a possible bypass or relief road.*

Level of Specification Local Package

Scheme Cost 75 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 5 - Principal towns in rural and coastal economy

RTS Priority B4 - Rural and coastal principal towns

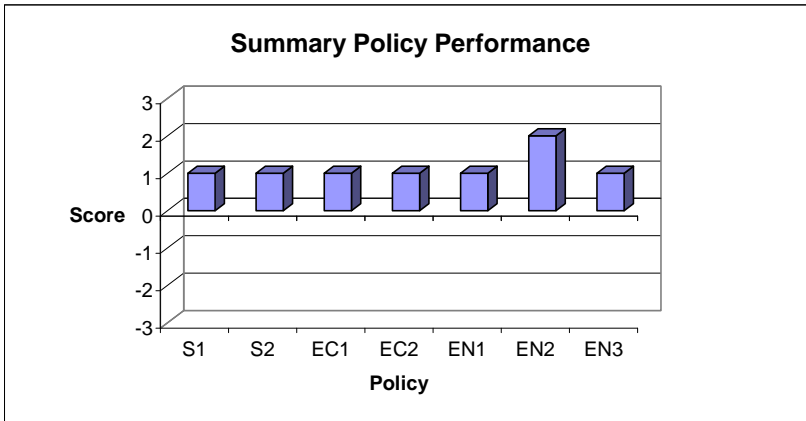
**Local Problems and Objectives**

Problems *Peak hour congestion on the main through routes  
 Issues of accessibility for those coming from rural areas  
 Various transport capacity issues  
 Air quality issues currently and getting worse with future growth*

Objectives *Reduce traffic congestion in and around Harrogate and Knaresborough  
 Improve rural and urban accessibility for people using Harrogate as their local service centre  
 Improve connectivity into Harrogate and Knaresborough and with Leeds City and other towns in the Leeds City Region  
 Improving transport systems in the town whilst accommodating future growth as identified by the RSS  
 Reduce the environmental impact of transport with and from the two towns as well as improve safety*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access from rural communities to the town centre
	Regeneration (places)	S2	1 Reduced journey time in the city centre and improved public transport, but not in RPA
Economic	Growth (GVA)	EC1	1 Improved journey time, increased capacity and increased reliability
	Sustainable growth - environmental	EC2	1 Improved cycle and public transport facilities
Environmental	GHG	EN1	1 Reduced car mode share
	Local	EN2	2 Reduced congestion and improved pedestrian realm
	Physical	EN3	1 Improved town centre environment



**Local Policy Objectives Met**

*Improve town centre environment in both Harrogate and Knaresborough and support rural accessibility.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Malton and Norton Integrated Transport Package  
 Scheme Promoter North Yorkshire Council

Scheme Description *Package of measures including a major highway scheme, highway improvements to junctions, improvements to public transport interchanges, enhanced pedestrian and cycle routes and travel awareness and Smarter Choices initiatives.*

Level of Specification Local Package

Scheme Cost 50 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 5 - Principal towns in rural and coastal economy

RTS Priority B4 - Rural and coastal principal towns  
 C5 - Access to rural areas

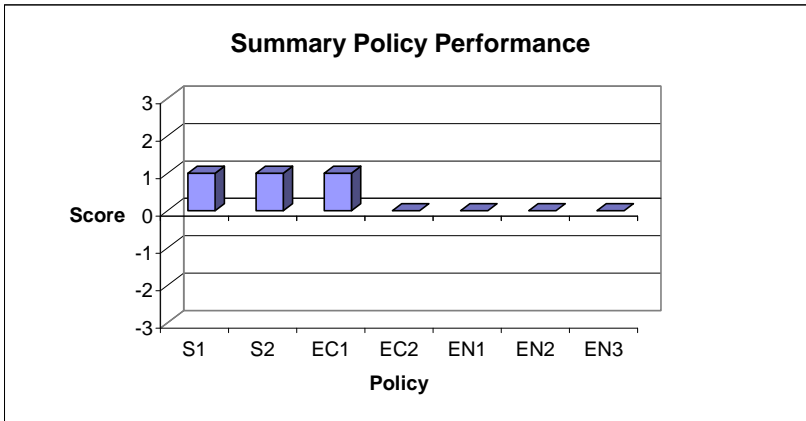
**Local Problems and Objectives**

Problems *Significant bottlenecks in Malton and Norton causing congestion  
 Poor PT from rural hinterland to town  
 Lack of road capacity is a constraint on new developments in the area  
 High local emissions especially at Butcher Corner*

Objectives *Provide transport infrastructure that supports the building of a sustainable community  
 Increase PT use between Malton and Norton and the surrounding areas  
 Reduce traffic congestion and accidents around Malton and Norton  
 Improve air quality and natural environment around towns.  
 Improve pedestrian and cyclist provision*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improved access from rural communities to the town centre</i>
	Regeneration (places)	S2	1 <i>Improve journey time and public transport quality</i>
Economic	Growth (GVA)	EC1	1 <i>Reduce congestion and increase access from rural areas</i>
	Sustainable growth - environmental	EC2	0 <i>PT mode improvements, but also new road</i>
Environmental	GHG	EN1	0 <i>Potential mode shift, but also additional road space</i>
	Local	EN2	0 <i>Reduction in emissions in some area, but increase in others</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**  
*Reduce local congestion and accidents.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name District wide cycle schemes  
 Scheme Promoter Wakefield Council

Scheme Description

*The scheme involves the development of a district-wide cycle network in and around Wakefield*

Level of Specification Local Scheme

Scheme Cost 7.1 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

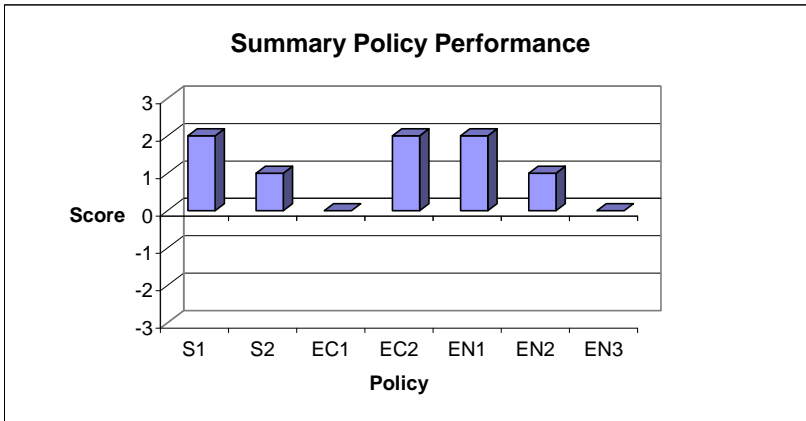
**Local Problems and Objectives**

Problems *Low rates of cycle usage  
 Residents suffering significant health issues  
 Peak period local highway congestion  
 Future housing developments to increase future congestion*

Objectives *Provide good quality cycling facilities  
 Provide a viable alternative to the car  
 Improve cycle access across the district  
 Facilitate PT interchange for cyclists  
 Improve safety and security of cyclists*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved access to work, education and leisure.
	Regeneration (places)	S2	1 Reduced traffic in centre
Economic	Growth (GVA)	EC1	0 Limited impact.
	Sustainable growth - environmental	EC2	2 Cycle facilities upgraded
Environmental	GHG	EN1	2 Likely reduction in car use.
	Local	EN2	1 Likely reduction in car use
	Physical	EN3	0 Cycle and footpath improvements



**Local Policy Objectives Met**  
*Expand local cycle usage.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name East Wakefield Gateway  
 Scheme Promoter Wakefield Council

**Scheme Description**

*An Eastern Bypass, 2 P&R facilities (A638 and A642) and associated bus priority measures.*

Level of Specification Local Package

Scheme Cost 51.83 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

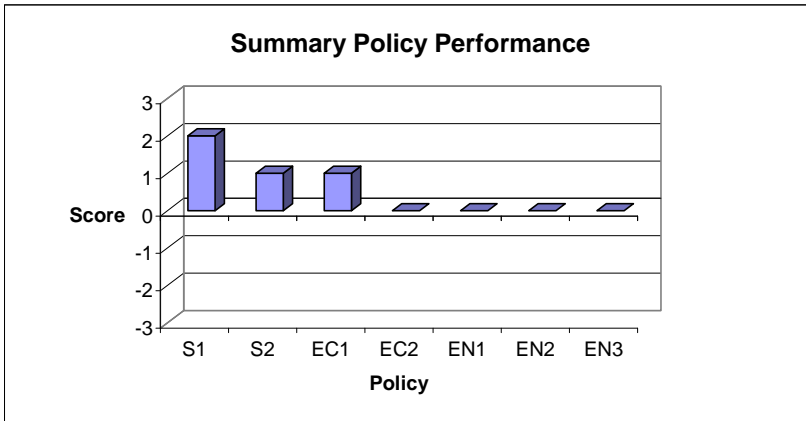
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems *Heavy congestion and delays along Doncaster/Black Road and A642 corridor  
 Poor road safety and environmental conditions  
 3 large regeneration projects in city over next 5 years  
 Wakefield has been identified as a Housing Growth Point  
 Future excess demand for parking spaces*  
 Objectives *Reduce congestion to improve air quality, improve JT and create a more efficient highway network  
 Improve safety on the arterial network to Wakefield  
 Enhance accessibility of potential housing growth  
 Support new developments with a sustainable transport network  
 Enable a modal shift away from the private car*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Increased access to town centre</i>
	Regeneration (places)	S2	1 <i>Limited impact through reduced town centre traffic.</i>
Economic	Growth (GVA)	EC1	1 <i>Improve access and PT reliability</i>
Environmental	Sustainable growth - environmental	EC2	0 <i>New road, but also P&amp;R</i>
	GHG	EN1	0 <i>Additional road space but P&amp;R provision.</i>
	Local	EN2	0 <i>New road increase emissions, P&amp;R reduces emissions</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**

*Local congestion and accident benefits.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name South East Link Road  
 Scheme Promoter Wakefield Council

Scheme Description *A package of individual schemes including Ackworth bypass, Featherstone bypass, Pontefract Western relief road and possibly a full Pontefract bypass and complementary highway capacity reallocations.*

Level of Specification Local Package

Scheme Cost 72.7 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

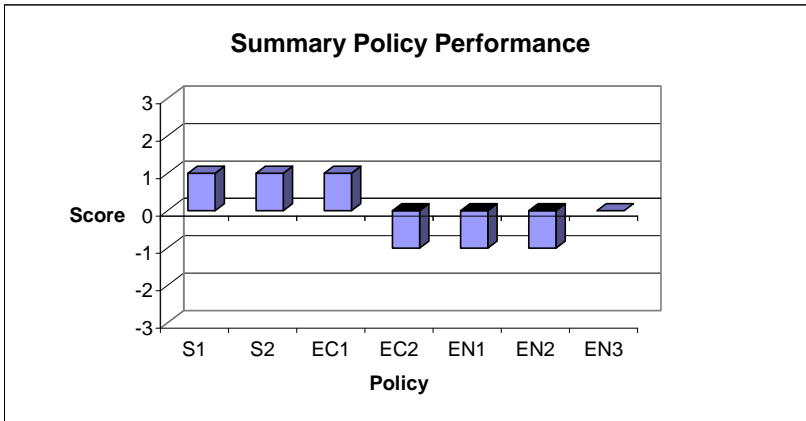
**Local Problems and Objectives**

Problems *Heavy traffic passing through villages creating a poor quality and unsafe environment  
 HGVs impacting on the reliability of bus operations  
 Substandard pedestrian facilities in towns  
 Queues at Townend Junction  
 Congestion constraining local growth*

Objectives *Improve access for goods and people from strategic road network to the regeneration area  
 Improve environmental and safety problems in towns  
 Support and enable housing growth  
 Improve the reliability of bus services*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increase road links between towns</i>
	Regeneration (places)	S2	1 <i>Limited impact through reduced town centre traffic.</i>
Economic	Growth (GVA)	EC1	1 <i>Improve access and PT reliability</i>
Environmental	Sustainable growth - environmental	EC2	-1 <i>Road improvements with no new PT provision</i>
	GHG	EN1	-1 <i>Increased road use</i>
	Local	EN2	-1 <i>Increased emissions from increased road use</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**

*Improve environment and reduce accidents in towns.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name South Wakefield Gateway  
 Scheme Promoter Wakefield Council

Scheme Description *This scheme includes a 300 space P&R facility, a series of bus priority measures, low emission buses, new bus stops, junction improvements on the South side of Emerald ring road and upgraded junctions and new pedestrian crossings.*

Level of Specification Local Package

Scheme Cost 7.5 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

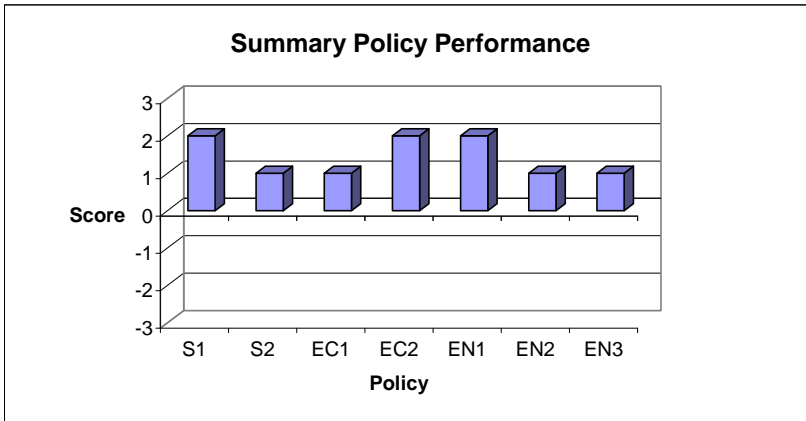
**Local Problems and Objectives**

Problems *Congestion and delays on the A636 Denby Dale Road impacting on JT, accidents and air quality  
 Parking demand will outstrip supply from 2009 onwards  
 Poor accessibility to city centre from deprived areas South of the city*

Objectives *Reduce congestion along Denby Dale Road and improve JT  
 Improve reliability of PT and make it an attractive alternative to the car  
 Improve accessibility and facilitate the growth of new businesses and housing  
 Reduce local environmental and road safety problems.*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Increase PT links from deprived areas to city centre
	Regeneration (places)	S2	1 Reduced traffic in centre
Economic	Growth (GVA)	EC1	1 Improve access and PT reliability
	Sustainable growth - environmental	EC2	2 New bus services and cycle and pedestrian provision
Environmental	GHG	EN1	2 Potential mode shift
	Local	EN2	1 Reduction in local emissions
	Physical	EN3	1 Improved bus stop facilities



**Local Policy Objectives Met**

*Improve environment and reduce accidents in towns.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Access Waterfront
Scheme Promoter	Wakefield Council
Scheme Description	<i>This package aims to link the city centre to the emerging Waterfront area and to make the public realm more attractive for pedestrians and cyclists without compromising the city's future development plans. This package is comprised of a number of schemes including: improvements to Kirkgate railway station, improvements to Chantry House roundabout, Kirkgate traffic management scheme making the route bus only, extension of the city's free bus service and walking route provision.</i>
Level of Specification	Local Package
Scheme Cost	8.2 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

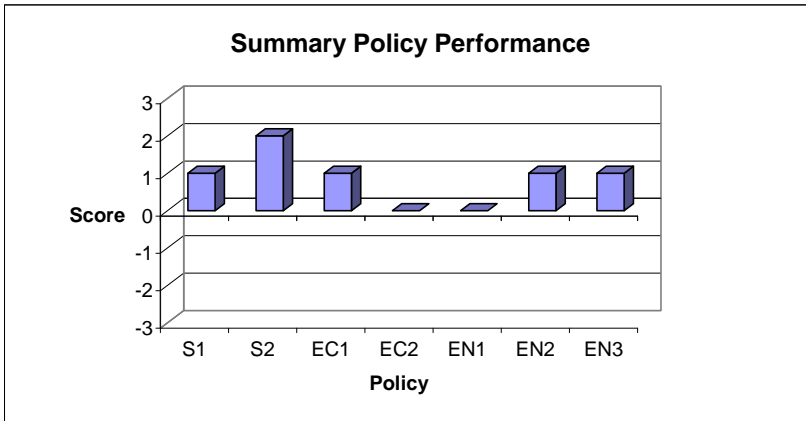
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>City Centre Congestion Air quality concerns in Wakefield Wakefield Kirkgate rail state in a poor state and discouraging rail usage Regeneration and development pressures from 3 large regeneration projects Unattractive pedestrian and cycling environment</i>
Objectives	<i>Improve accessibility between the waterfront and city centre for ped and cyclists Reduce ped and cycle severance Improve traffic flow, ease congestion and improve JT reliability in the city centre Enhance Westfield Kirkgate station as a gateway to the city Restore the former Wakefield Kirkgate Station to improve Wakefield's heritage assets</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improve access to Waterfront area</i>
	Regeneration (places)	S2	2 <i>Improvements to Urban Realm</i>
Economic	Growth (GVA)	EC1	1 <i>Reduce congestion and improve PT reliability</i>
	Sustainable growth - environmental	EC2	0 <i>Junction improvement and extension of free bus service.</i>
Environmental	GHG	EN1	0 <i>Broadly neutral impact</i>
	Local	EN2	1 <i>Reduction in local emissions</i>
	Physical	EN3	1 <i>Improved town and rail station environment.</i>



**Local Policy Objectives Met**

*Improves linkages between the town centre and Waterfront Area.*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name York to Hull transport corridor scheme  
 Scheme Promoter East Riding of Yorkshire Council

**Scheme Description**

*To improve journey time reliability, provide better access to the A1079 and Hull port and improve safety along the route*

Level of Specification Strategic Scheme

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 4 - Humber Ports

RTS Priority A3 - Hull and port of Hull  
 B4 - Rural and coastal principal towns

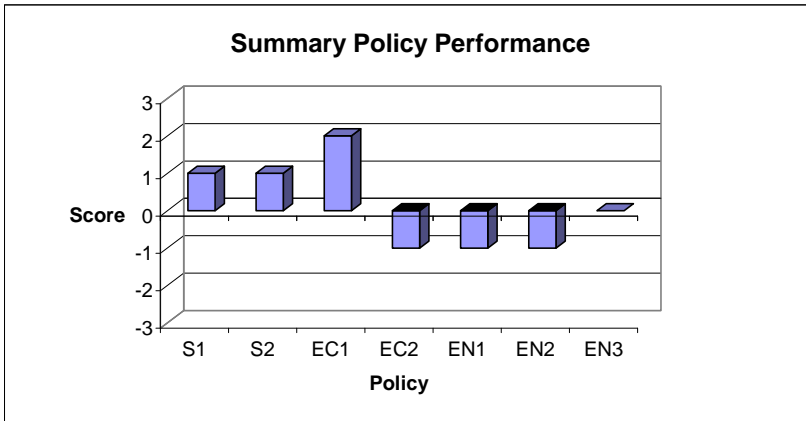
**Local Problems and Objectives**

Problems *JT variations on route due to high percentage of HGVs  
 Problems with access to the A1079  
 Safety issues on route*

Objectives *Improve reliability of JT between York and Hull port  
 Improve access to A1079 and port  
 Improve safety along A1079*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improve road access to Hull and York</i>
	Regeneration (places)	S2	1 <i>Limited impact.</i>
Economic	Growth (GVA)	EC1	2 <i>Increase in journey time reliability and access to Hull port</i>
	Sustainable growth - environmental	EC2	-1 <i>Road improvements no PT</i>
Environmental	GHG	EN1	-1 <i>Increased road use</i>
	Local	EN2	-1 <i>Increased emissions from increased road use</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**  
*Reduce accidents on the route.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name           Barnsley Bus Partnership  
 Scheme Promoter       Barnsley Council

Scheme Description           *Part of an initiative to introduce a Bus Partnership Agreement to improve all aspects of bus travel. This package includes a number of bus route improvement schemes on key bus routes throughout the Barnsley Borough. They range from minor junction alterations to major works.*

Level of Specification           Local Package

Scheme Cost                               37.3 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective           RSS 1 - Transform regeneration priority areas

RTS Priority               B3 - Increase accessibility of regeneration priority areas

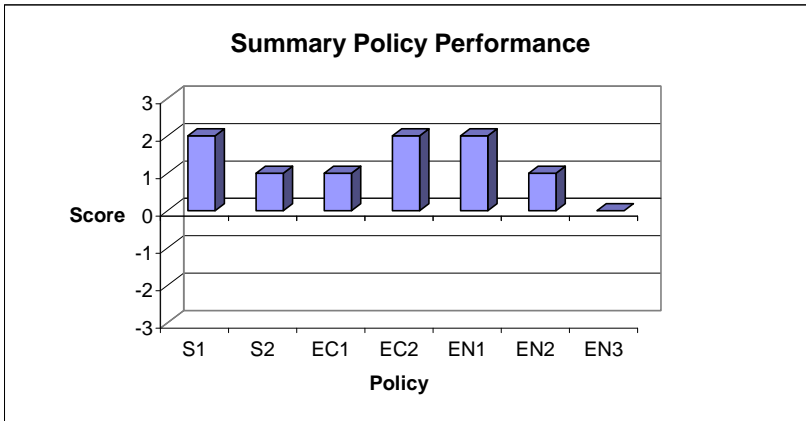
**Local Problems and Objectives**

Problems                   *Areas of congestion identified by SYPTE and bus operators  
 Poor JT and bus punctuality*

Objectives                 *Improve bus JT and punctuality  
 Encourage changes in attitudes to PT and travel behaviour to increase PT usage  
 Reduce congestion  
 Enhance Barnsley as a tourist destination  
 Increase the access to leisure facilities for all sections of the community*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improve access to Barnsley</i>
	Regeneration (places)	S2	1 <i>Reduced traffic in centre</i>
Economic	Growth (GVA)	EC1	1 <i>Reduce congestion and improved PT reliability</i>
	Sustainable growth - environmental	EC2	2 <i>Improve PT attractiveness</i>
Environmental	GHG	EN1	2 <i>Mode shift</i>
	Local	EN2	1 <i>Reduction in local emissions</i>
	Physical	EN3	0 <i>Neutral Impacts</i>



**Local Policy Objectives Met**

*Improve local accessibility and reduce congestion.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name A57 Rotherham/Sheffield to North Nottinghamshire Improved Links  
 Scheme Promoter Rotherham Council

**Scheme Description**

*Improve the A57 link road between the A1 and the M1. Exact improvements not yet decided but are likely to include alignment, capacity and safety improvements.*

Level of Specification Strategic Scheme

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority B3 - Increase accessibility of regeneration priority areas

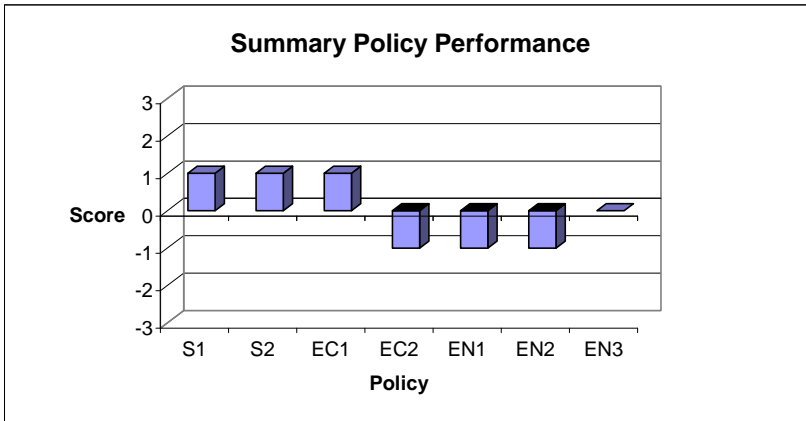
**Local Problems and Objectives**

Problems *Strategic route from A1 to M1 with high proportion of HGVs leading a poor safety record*

Objectives *Improve connectivity between the national road network  
 Improve links in Sheffield City Region  
 Assist redevelopment and regeneration of former colliery areas  
 Support new housing proposals*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved road accessibility.
	Regeneration (places)	S2	1 Improved JT to regeneration areas
Economic	Growth (GVA)	EC1	1 Improve links between strategic roads
Environmental	Sustainable growth - environmental	EC2	-1 Road improvements no PT
	GHG	EN1	-1 Increased road use
	Local	EN2	-1 Increased emissions from increased road use
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**

*Support development in regeneration area and reduce accidents.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name DEARNE EAST TO M18 JUNCTION 1A ACCESS IMPROVEMENTS  
 Scheme Promoter Rotherham Council

Scheme Description *To improve access to Dearne area Strategic Economic Zone and combat poor connectivity between Barnsley and Doncaster through the Dearne with road improvements and a new junction onto the M18 between J1 and 2 as well as significant improvements to public transport provision in the area.*

Level of Specification Strategic Scheme

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority A8 - South Yorkshire connectivity  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

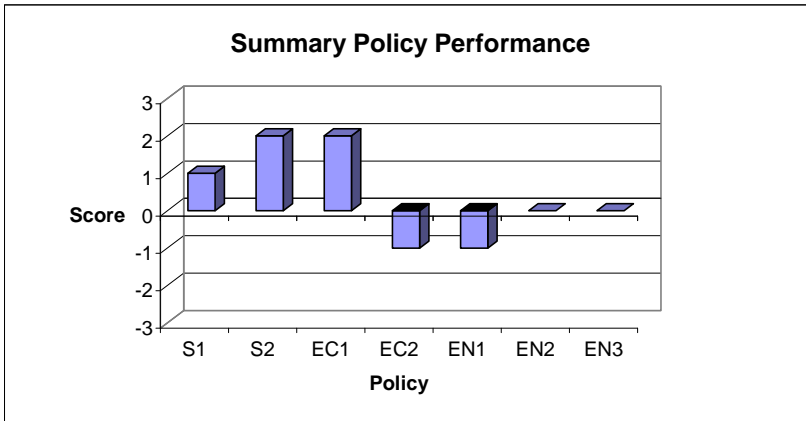
**Local Problems and Objectives**

Problems *Poor access to Dearne area Strategic Economic Zone  
 Poor connectivity between Barnsley and Doncaster through Dearne  
 Dearne has been identified as a Housing Growth Point*

Objectives *Help secure excellent links between South Yorkshire and the UK*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access to regeneration area
	Regeneration (places)	S2	2 Link to regeneration area.
Economic	Growth (GVA)	EC1	2 Reduced journey time and increased reliability.
	Sustainable growth - environmental	EC2	-1 Increased car use with road expansion
Environmental	GHG	EN1	-1 Increased car use with road expansion
	Local	EN2	0 No significant impact
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**  
*Support development of regeneration area.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name ROTHERHAM TOWN CENTRE NORTHERN ORBITAL IMPROVEMENTS  
 Scheme Promoter Rotherham Council

Scheme Description *Town centre links improvement in Rotherham. These include improvements to and between roundabouts as well as junction improvements, signing, traffic management, 2 new link roads, area travel plans and other road and pedestrian/cyclist improvements*

Level of Specification Local Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority A8 - South Yorkshire connectivity  
 B3 - Increase accessibility of regeneration priority areas

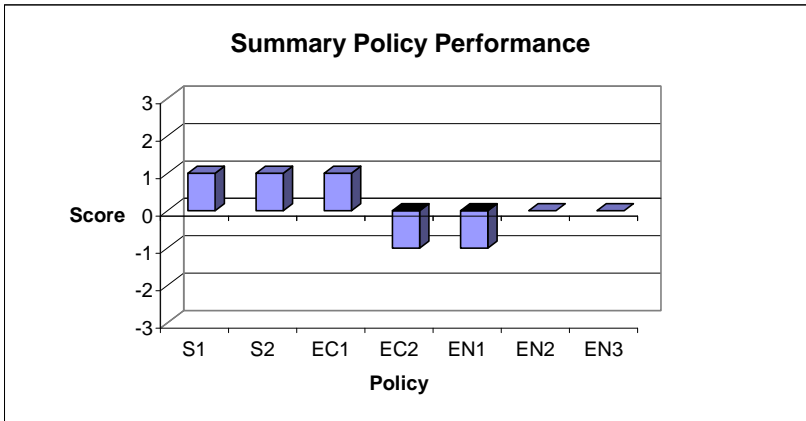
**Local Problems and Objectives**

Problems *Congestion on the main route to Central Rotherham and route to the retail world shopping centre  
 Delays affecting entire corridor*

Objectives *Transform the economic, environmental and social conditions of Rotherham town centre  
 Maximise the potential for redevelopment in the area  
 Increase the capacity of the Northern Orbital route thereby reducing congestion  
 Modal shift to more sustainable modes*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved road access to Rotherham
	Regeneration (places)	S2	1 Reduced traffic in centre
Economic	Growth (GVA)	EC1	1 Reduction in congestion and JT
	Sustainable growth - environmental	EC2	-1 Increased car use with road expansion
Environmental	GHG	EN1	-1 Increased car use with road expansion
	Local	EN2	0 No significant impact
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**

*Support development opportunities and improve town centre environment.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Hipperholme to Halifax Integrated Corridor Improvement Scheme  
 Scheme Promoter Calderdale MBC

Scheme Description *A study is being undertaken to investigate the need for infrastructure and service improvements to support development in Caldervale. It is expected to suggest major junction and road corridor improvements.*

Level of Specification Local Package

Scheme Cost 12 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

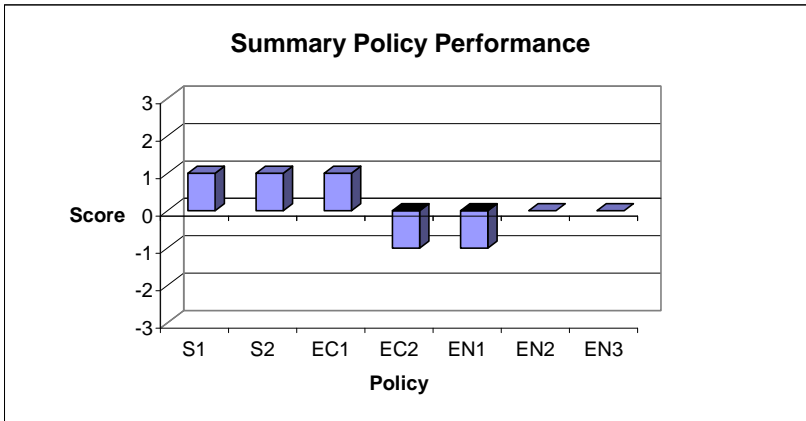
**Local Problems and Objectives**

Problems *Peak hour congestion in corridor  
 Potential for 1,000 new houses to be built and an employment development in area  
 Delays to bus services lowering JT reliability*

Objectives *Improve capacity and reliability of strategic route  
 Improve capacity and reliability of strategic bus service corridor  
 Improve capacity and reliability of strategic north-south route serving Leeds Bradford airport  
 Support regeneration and accessibility to commercial areas in Halifax and potentially Hipperholme*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access to towns to allow new developments
	Regeneration (places)	S2	1 Improved JT and access
Economic	Growth (GVA)	EC1	1 Reduction in congestion
	Sustainable growth - environmental	EC2	-1 Primarily road based improvement package.
Environmental	GHG	EN1	-1 Increased road use
	Local	EN2	0 Less congestion
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**

*Support local housing and employment development opportunities.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Church Street Widening, Halifax  
 Scheme Promoter Calderdale MBC

**Scheme Description**

*This scheme includes the widening of Church Street, introducing traffic control signals at 2 junctions and signal controlled pedestrian crossing facilities at these junctions.*

Level of Specification Local Package

Scheme Cost 4 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

B3 - Increase accessibility of regeneration priority areas

RTS Priority

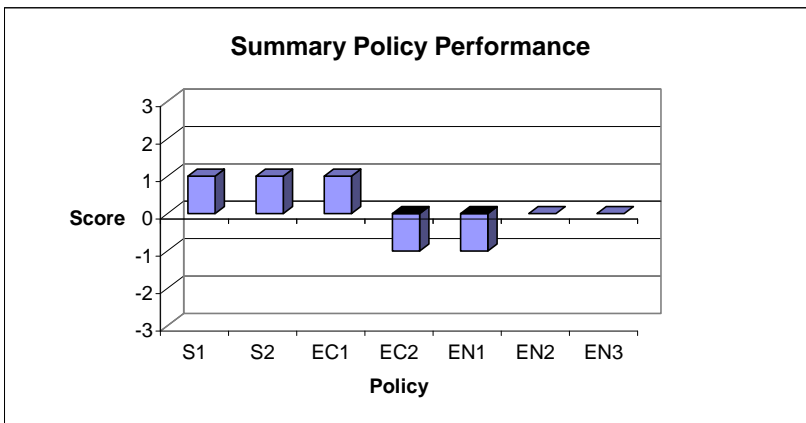
**Local Problems and Objectives**

Problems *Variation in width of Church Street, only 6m at its narrowest point  
 Bottleneck creates delays and congestion at peak hours  
 Buses need to take diversions  
 Footpaths and crossings inadequate*

Objectives *Improved traffic capacity to the eastern town centre route  
 Reduced delays to all traffic  
 Provision of improved pedestrian crossing facilities*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access into Halifax
	Regeneration (places)	S2	1 Improved JT and access
Economic	Growth (GVA)	EC1	1 Reduced congestion and improved PT reliability
	Sustainable growth - environmental	EC2	-1 No new PT services
Environmental	GHG	EN1	-1 Increased car use with road expansion
	Local	EN2	0 Less congestion
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**  
 Reduce local congestion.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Sheffield City Centre Economic Masterplan - Transport Challenges  
 Scheme Promoter Sheffield Council

Scheme Description *This transport strategy will use a wide range of highway interventions and policy options. It will aim to improve and make better use of existing road networks, enhance public transport services, improve P&R provision and manage parking supply as well as any other more innovative measures required.*

Level of Specification Strategic Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority A8 - South Yorkshire connectivity  
 B3 - Increase accessibility of regeneration priority areas

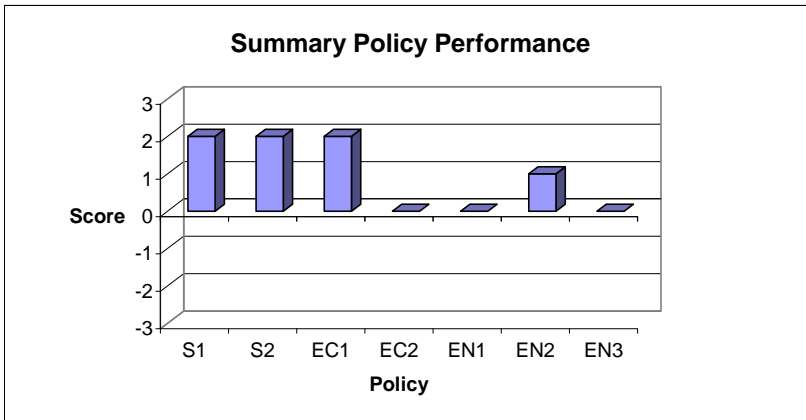
**Local Problems and Objectives**

Problems *Need to maximise the economic benefits to the City region whilst minimising environmental problems  
 Need to tackle city congestion to enable further regeneration*

Objectives *Accommodate 30,000 new jobs in City by 2020  
 Support sustainable transport  
 Increase accessibility of city from all areas  
 Provide a wide choice of transport modes*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Aimed at improving access to new job opportunities
	Regeneration (places)	S2	2 Physical improvements in city centre
Economic	Growth (GVA)	EC1	2 Improved journey time and reliability to central Sheffield.
	Sustainable growth - environmental	EC2	0 Combination of highway and sustainable measures.
Environmental	GHG	EN1	0 Offsetting impacts. Broadly neutral.
	Local	EN2	1 Reduced emissions
	Physical	EN3	0 Neutral Impacts



**Local Policy Objectives Met**

*Support growth and development in Sheffield City Centre.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name BRIGHOUSE TRAFFIC MANAGEMENT STUDY PHASE 2  
 Scheme Promoter Calderdale MBC

**Scheme Description**

*Widening of the A644 Wakefield Road to improve journey time, walking and cycling facilities and address environmental, safety and community issues.*

Level of Specification Local Scheme

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

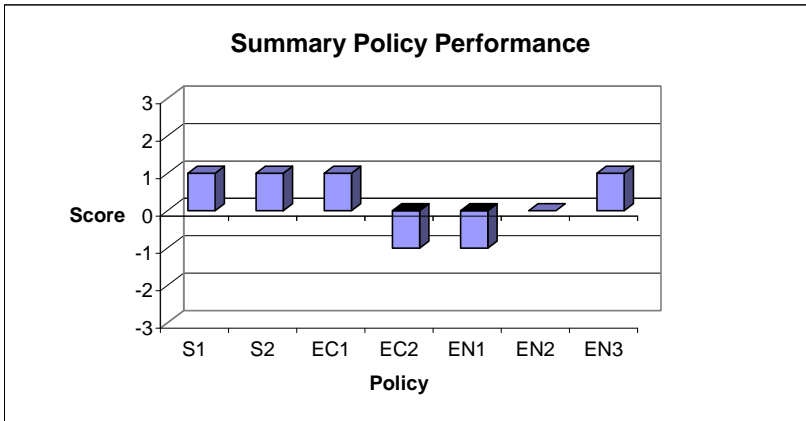
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems *Capacity bottlenecks at junctions  
 Inefficiencies and unnecessary vehicle travel caused by restricted access  
 The siting or operation of pedestrian facilities or bus stops  
 Poor or outdated traffic signal operation or coordination  
 Bus JT variability*  
 Objectives *Improve the efficiency of town centre roads  
 Improve JT reliability for bus services encouraging modal shift  
 Improvements to the pedestrian realm  
 Removal obstacles to sub-regional road and bus network*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access to Brighouse
	Regeneration (places)	S2	1 Reduction in congestion
Economic	Growth (GVA)	EC1	1 Reduce JT and congestion
	Sustainable growth - environmental	EC2	-1 New road infrastructure.
Environmental	GHG	EN1	-1 Additional road space
	Local	EN2	0 No significant impact on local areas
	Physical	EN3	1 Improved local environment



**Local Policy Objectives Met**

*Congestion reduction and local environmental improvement.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name South Humber Bank  
 Scheme Promoter N&NE Lincolnshire Council

Scheme Description *A multi modal transport strategy which may include an area wide travel plan, junction and link capacity improvements on A180, A160 and A1173, provide new and improved access on feeder roads that link the trunk road network with potential development sites and improved rail connections*

Level of Specification Strategic Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 4 - Humber Ports

RTS Priority A2 - South Humber Ports  
 B1 - Connectivity between Scunthorpe, Immingham, Grimsby and Cleethorpes  
 B2 - Improve links between regional and sub-regional cities and towns

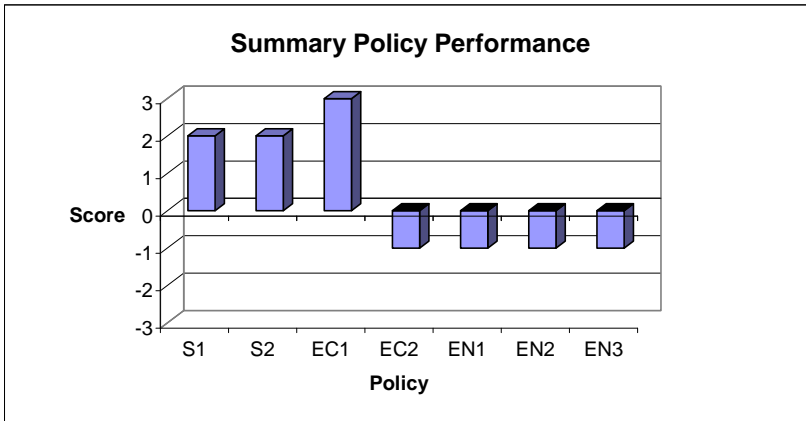
**Local Problems and Objectives**

Problems *Expectation that port growth will continue increasing pressure on the highway network  
 Congestion causing unreliable JT  
 Limited rail capacity  
 Poor access to development sites  
 Transport constraints may reduce areas competitive advantage*

Objectives *Optimise potential for further economic development  
 Increase road and rail capacity to South Humber Ports*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improve access to Humber Ports</i>
	Regeneration (places)	S2	2 <i>Transport improvements to allow further port development</i>
Economic	Growth (GVA)	EC1	3 <i>Allow further growth in port area through increased capacity and reduced congestion</i>
Environmental	Sustainable growth - environmental	EC2	-1 <i>Offsetting impacts - likely increase in traffic.</i>
	GHG	EN1	-1 <i>Likely increase in traffic.</i>
	Local	EN2	-1 <i>Increased emissions from increased road use</i>
	Physical	EN3	-1 <i>Physical impact of new road links.</i>



**Local Policy Objectives Met**

*Support Development of South Humber Bank development area.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Grimsby Integrated Transport System  
 Scheme Promoter NE Lincolnshire

**Scheme Description**

*The potential scheme includes an integrated transport proposal with new bus station and 3 P&R sites served by high quality public service vehicles.*

Level of Specification Local Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas

RTS Priority B1 - Connectivity between Scunthorpe, Immingham, Grimsby and Cleethorpes  
 B3 - Increase accessibility of regeneration priority areas  
 B4 - Rural and coastal principal towns

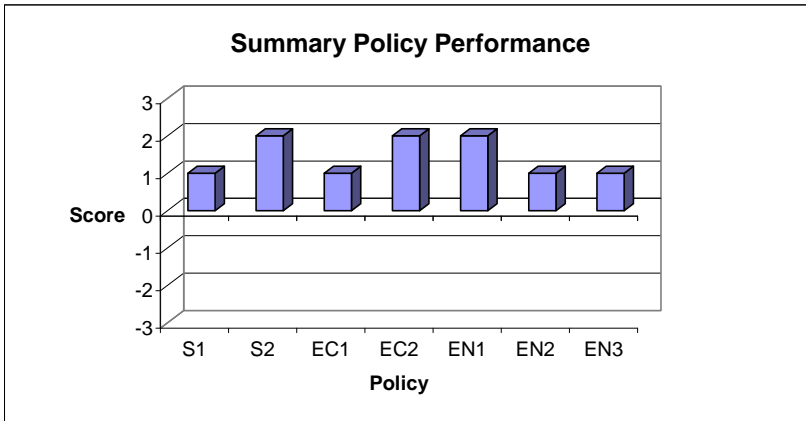
**Local Problems and Objectives**

Problems *Congestion and poor JT in the urban centre  
 Plentiful parking supply encouraging car use  
 Severance for pedestrians between town centre and bus station  
 Bus station operating at over capacity  
 Strategic and local traffic intermixing causing congestion*

Objectives *Reduce congestion  
 Encourage modal shift to PT  
 Improve local transport system*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to Grimsby</i>
	Regeneration (places)	S2	2 <i>Improve viability of town centre.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in JT and congestion as well as increase in PT quality</i>
	Sustainable growth - environmental	EC2	2 <i>Improve PT attractiveness</i>
Environmental	GHG	EN1	2 <i>Potential mode shift</i>
	Local	EN2	1 <i>Reduction in congestion and local emissions</i>
	Physical	EN3	1 <i>Enhanced bus station</i>



**Local Policy Objectives Met**  
*Improved town centre environment.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Huddersfield - Leeds Connectivity Package	
Scheme Promoter	Kirklees Council <i>Package of 6 major schemes: A62 Huddersfield to Leeds Integrated Corridor Scheme (bus lanes and junction redesign, improved road link and traffic signal priority), A644 Colne Bridge to Dewsbury Integrated Corridor Scheme (bus lanes, highway improvements and access improvements), A653 Dewsbury to Leeds Integrated Corridor Scheme (bus lanes, junction improvements, traffic signal priorities), A652 Dewsbury to Birstall Smithies Integrated Corridor Scheme (access improvements, bus lane and junction redesign, traffic signal priority), Huddersfield Town Centre Package (better access, provision of new link roads, PT infrastructure improvements, increase free bus provision</i>	
Scheme Description		
Level of Specification	Local Package	
Scheme Cost	Not Yet Defined	£m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

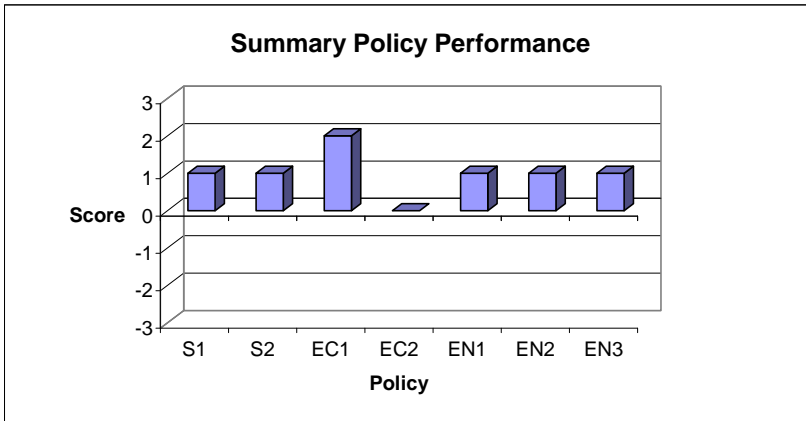
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Congestion on key routes affecting PT JT as limited priority on routes Cycling network is inconsistent Corridor air quality issues Future projections of worsening congestion.</i>
Objectives	<i>Support sustainable economic growth of housing and employment Provide modal choice and improve PT quality Improve traffic flow and JT in corridors and access to the strategic highway network. Improve facilities for cyclists and pedestrians Noise and air quality improvements</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to regional centres in a regeneration priority area</i>
	Regeneration (places)	S2	1 <i>Potential public realm improvements</i>
Economic	Growth (GVA)	EC1	2 <i>Reduction in JT and congestion as well as increase in PT quality</i>
	Sustainable growth - environmental	EC2	0 <i>Improve PT attractiveness</i>
Environmental	GHG	EN1	1 <i>Potential mode shift</i>
	Local	EN2	1 <i>Reduction in congestion and local emissions</i>
	Physical	EN3	1 <i>Town centre improvements</i>



**Local Policy Objectives Met**

*Support housing and development opportunities, and improve local environment..*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name	Marsden - Huddersfield and South Pennine Connectivity Package	
Scheme Promoter	Kirklees Council	
Scheme Description	<i>Package of 3 major schemes: A62 Marsden – Huddersfield and South Pennine Integrated Corridor Scheme, A616 Lockwood Bar – Huddersfield Corridor and a section of Huddersfield ring road package between Queen Street and the junction with Manchester Road. The improvements include: junction improvements, traffic flow improvements, bus lane and junction improvements, capacity improvements, rail station access improvements and traffic signal priority.</i>	
Level of Specification	Local Package	
Scheme Cost	Not Yet Defined	£m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

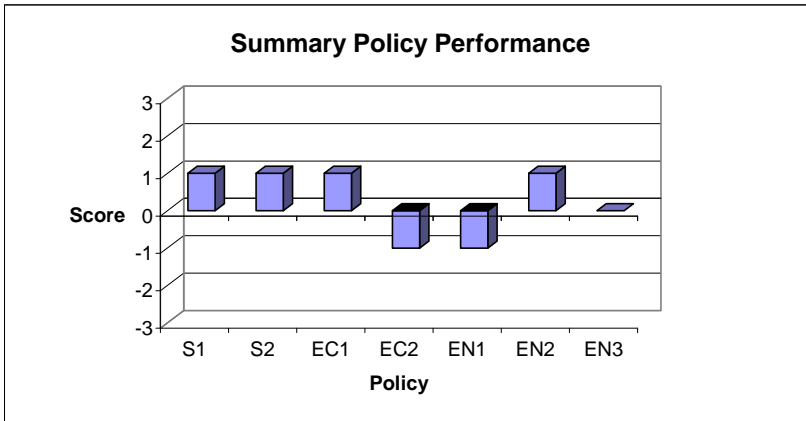
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region A10 - Leeds and Manchester City regions B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Congestion on key routes affecting PT JT as limited priority on routes Cycling network is inconsistent Corridor air quality issues Future projections of worsening congestion.</i>
Objectives	<i>Support sustainable economic growth of housing and employment Provide modal choice and improve PT quality Improve traffic flow and JT in corridors and access to the strategic highway network. Improve facilities for cyclists and pedestrians Improve noise and air quality improvements</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to regional centres in a regeneration priority area</i>
	Regeneration (places)	S2	1 <i>Potential public realm improvements</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in JT with improved traffic flow</i>
	Sustainable growth - environmental	EC2	-1 <i>Offsetting impacts - likely increase in traffic.</i>
Environmental	GHG	EN1	-1 <i>Likely increase in traffic.</i>
	Local	EN2	1 <i>Reduction in congestion and local emissions</i>
	Physical	EN3	0 <i>Offsetting impacts.</i>



**Local Policy Objectives Met**

*Support housing and development opportunities, and improve local environment..*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name Wakefield - Dewsbury - Bradford Connectivity Package  
 Scheme Promoter Kirklees Council

Scheme Description *Package of 3 major schemes: A638 Chickenley to Heckmondwike corridor (capacity improvements, improved JT initiatives and traffic signal priority); B6117/B6409 Thornhill to Dewsbury/Heckmondwike corridor (capacity improvements and traffic signal priorities) and A638 Dewsbury Ring Road (PT priority, improving traffic flows and connectivity between new development, improve public realm and develop walking and cycling routes).*

Level of Specification Local Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

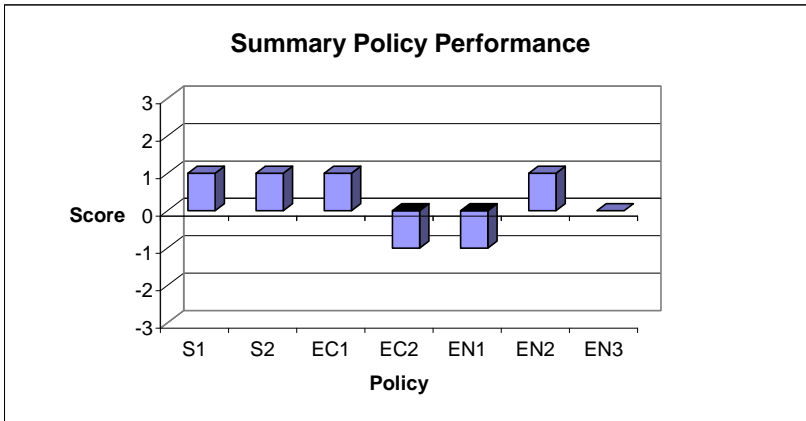
**Local Problems and Objectives**

Problems *Congestion on key routes affecting PT JT as limited priority on routes  
 Cycling network is inconsistent  
 Corridor air quality issues  
 Future projections of worsening congestion.*

Objectives *Support sustainable economic growth of housing and employment  
 Improve the public realm and allow town centre expansion  
 Provide modal choice and improve PT quality  
 Improve traffic flow and JT in corridors and access to the strategic highway network.  
 Improve facilities for cyclists and pedestrians*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to regional centres in a regeneration priority area</i>
	Regeneration (places)	S2	1 <i>Potential public realm improvements</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in JT with improved traffic flow</i>
	Sustainable growth - environmental	EC2	-1 <i>Offsetting impacts - likely increase in traffic.</i>
Environmental	GHG	EN1	-1 <i>Likely increase in traffic.</i>
	Local	EN2	1 <i>Reduction in congestion and local emissions</i>
	Physical	EN3	0 <i>Offsetting impacts.</i>



**Local Policy Objectives Met**

*Support housing and development opportunities, and improve local environment..*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Wakefield - Huddersfield - Halifax Connectivity Package  
 Scheme Promoter Kirklees Council

Scheme Description *Package of 4 major schemes: A629 Huddersfield to Halifax Integrated Corridor Scheme - bus lane and junction improvements. A629/A642 Huddersfield - Wakefield Integrated Corridor Scheme - various junction improvements. Huddersfield Town Centre - public transport, road, junction and pedestrian improvements. Proposed A637 Flockton Bypass.*

Level of Specification Local Package

Scheme Cost Not Yet Defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

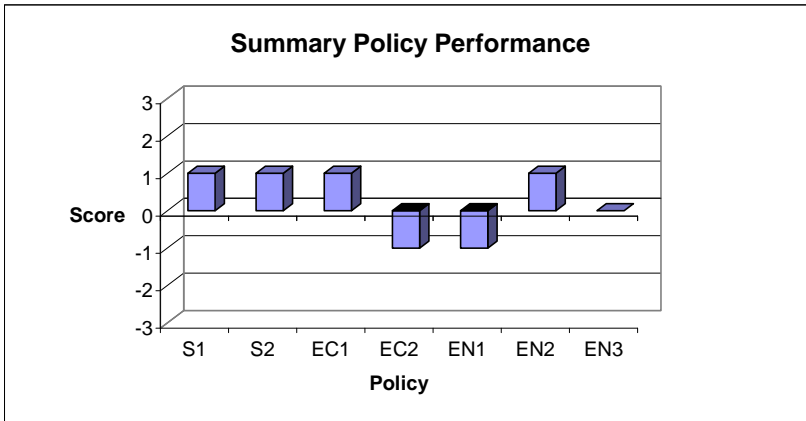
**Local Problems and Objectives**

Problems *Congestion on key routes affecting PT JT as limited priority on routes  
 Cycling network is inconsistent  
 Corridor air quality issues  
 Future projections of worsening congestion.*

Objectives *Support sustainable economic growth of housing and employment  
 Improve the public realm and allow town centre expansion  
 Provide modal choice and improve PT quality  
 Improve traffic flow and JT in corridors and access to the strategic highway network.  
 Improve facilities for cyclists and pedestrians*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to regional centres in a regeneration priority area</i>
	Regeneration (places)	S2	1 <i>Potential public realm improvements</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in JT with improved traffic flow</i>
	Sustainable growth - environmental	EC2	-1 <i>Offsetting impacts - likely increase in traffic.</i>
Environmental	GHG	EN1	-1 <i>Likely increase in traffic.</i>
	Local	EN2	1 <i>Reduction in congestion and local emissions</i>
	Physical	EN3	0 <i>Offsetting impacts.</i>



**Local Policy Objectives Met**

*Support housing and development opportunities, and improve local environment..*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Bradford Leeds Corridor
Scheme Promoter	Metro
Scheme Description	<i>The proposed scheme focuses on improving the connectivity between the conurbations of Leeds and Bradford in order to help enable the projected growth of both areas and addressing social imbalances that occurs across the two cities. The specific interventions are still under consideration, however, a sequential approach will be applied following the maximisation of existing capacity, expanding existing capacity and the creation of new capacity.</i>
Level of Specification	Local Package
Scheme Cost	54 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

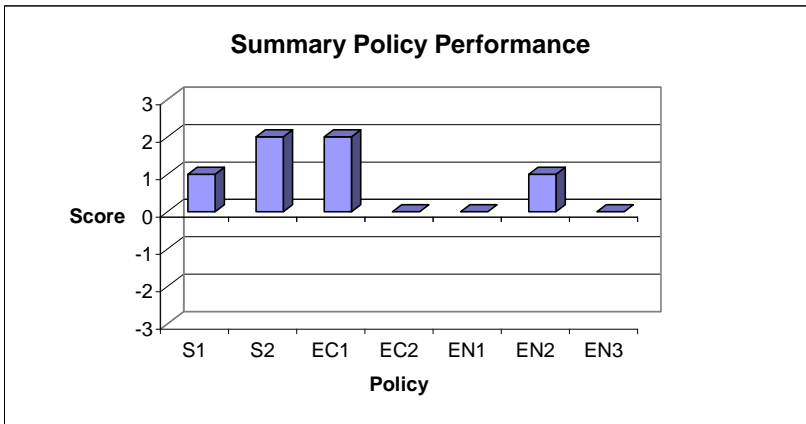
RSS Objective	RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Unreliable bus service and lack of bus priority Caldervale line at capacity and limited P&amp;R capacity at some rail sites Pinch points on the highway network Lack of integrated cycle network Inability to cope with future growth</i>
Objectives	<i>Tackling traffic congestion and promoting sustainable travel options Increasing attractiveness of travel by public transport Achieving modal shift from car to more sustainable modes Deliver improved transport connections to support growth in the corridor and as part of the Leeds City Region regeneration objectives Reduce the impact of climate change</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves transport quality and improved connections</i>
	Regeneration (places)	S2	2 <i>Serves regeneration priority areas</i>
Economic	Growth (GVA)	EC1	2 <i>Aimed at supporting growth</i>
	Sustainable growth - environmental	EC2	0 <i>Uncertain - depend on balance of measures.</i>
Environmental	GHG	EN1	0 <i>Uncertain - depend on balance of measures.</i>
	Local	EN2	1 <i>Reduction in congestions and local emissions</i>
	Physical	EN3	0 <i>Likely offsetting impacts.</i>



**Local Policy Objectives Met**

*Support future growth of Leeds - Bradford corridor.*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name Low Carbon Transport  
 Scheme Promoter Metro

Scheme Description *The scheme proposes to implement a low carbon transport model around electric cars across West Yorkshire and possibly the Leeds City Region. The scheme would specifically include a network of electric vehicle charge points, electric filling stations, electric vehicle car clubs, promotional and marketing activities, a driver simulator for drivers of larger vehicles to develop 'green' driving styles.*

Level of Specification Local Scheme

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 7 - Avoid exacerbating environmental threats

RTS Priority

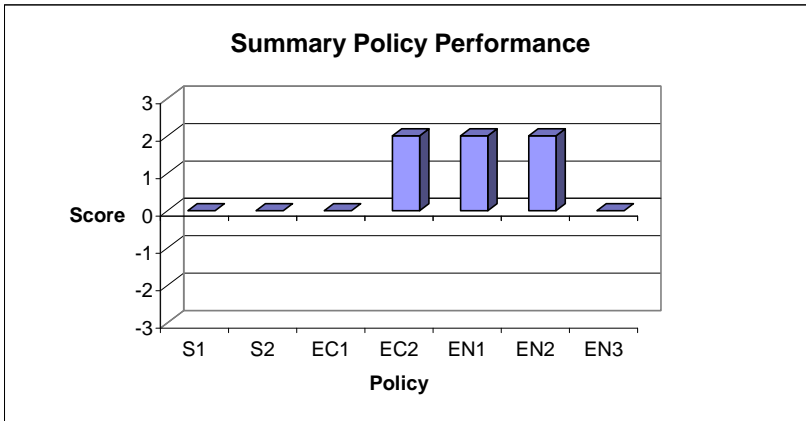
**Local Problems and Objectives**

Problems *Designed to address issues surrounding climate change*

Objectives *Allow Metro to implement a programme to provide a charging network for PHEV and supporting low carbon initiatives  
 Help the region to meet its emissions reduction goals*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 <i>Minimal impact on accessibility</i>
	Regeneration (places)	S2	0 <i>No improved access to city centres or impacts on journey time</i>
Economic	Growth (GVA)	EC1	0 <i>No improved efficiencies or journey time reductions</i>
	Sustainable growth - environmental	EC2	2 <i>Provides for sustainable alternative to current car travel.</i>
Environmental	GHG	EN1	2 <i>Significant potential point source reduction in carbon emissions</i>
	Local	EN2	2 <i>Significant reduction in local emissions</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**  
*Improved local air quality*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Intelligent Network Management  
 Scheme Promoter Metro

Scheme Description *The scheme would be derived from the development, through partnership and inter-agency working, of a West Yorkshire / Leeds City Region Vision for Intelligent Transport Management and Information System. The system would allow for better provision of information about the network to owners, operators and users.*

Level of Specification Strategic Scheme

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 2 - Leeds  
 RSS 7 - Avoid exacerbating environmental threats

RTS Priority A7 - Leeds City Region

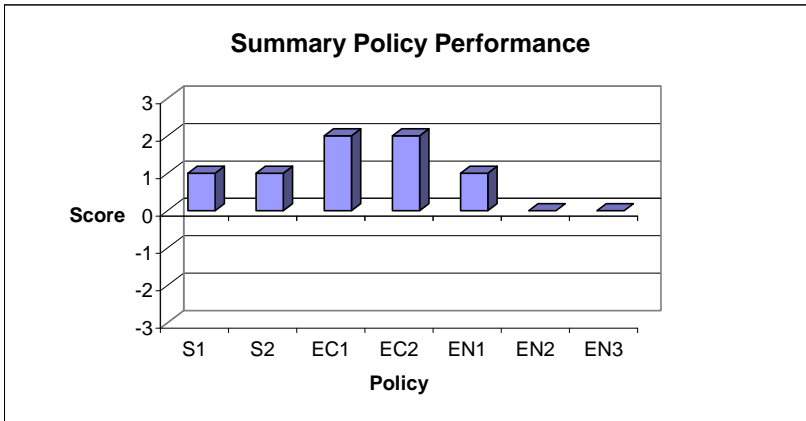
**Local Problems and Objectives**

Problems *Transport infrastructure in West Yorkshire/Leeds City Region is at or near capacity  
 Transport networks are currently managed on partial information on a modal fragmented basis*

Objectives *Maximise the use of the existing transport network  
 Allow for more effective real-time management of the transport network  
 Provide better information to allow users to make better choices*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Effective management could open new opportunities
	Regeneration (places)	S2	1 Reduction in journey time
Economic	Growth (GVA)	EC1	2 Reduction in journey time and increased reliability
	Sustainable growth - environmental	EC2	2 Increased efficiency of existing network
Environmental	GHG	EN1	1 Likely reduced emissions from lower congestion.
	Local	EN2	0 No impact on local areas
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**

*Reduction in congestion and better road management*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Mybus Expansion  
 Scheme Promoter Metro

Scheme Description *Procure additional vehicles in different sizes to allow for different journey purposes and groups. Replace existing MyBus vehicles where required. Provide bespoke driver training facility. Expand DRT call centre provision and integrate different function including brokerage role, together with required software and telephony.*

Level of Specification Local Scheme

Scheme Cost 27.6 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 7 - Avoid exacerbating environmental threats

RTS Priority B3 - Increase accessibility of regeneration priority areas

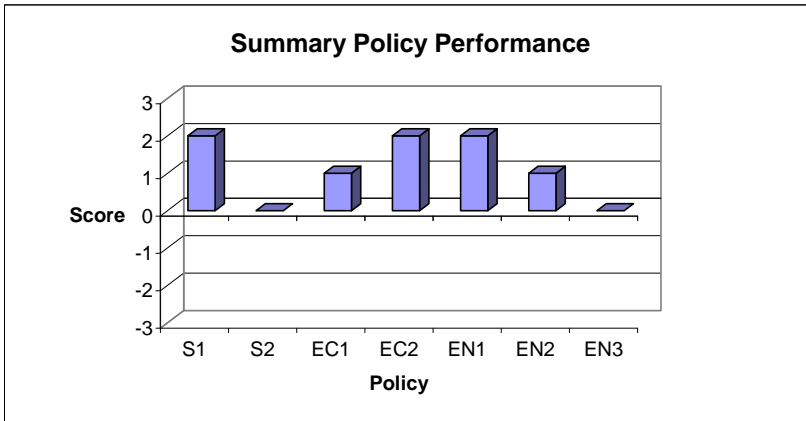
**Local Problems and Objectives**

Problems *Two tier system between old and new busses*

Objectives *Enable all children in West Yorkshire to have access to MyBus  
 Expand MyBus fleet  
 Focus the programme for greater effectiveness*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improves access to education</i>
	Regeneration (places)	S2	0 <i>Does not address regeneration issues</i>
Economic	Growth (GVA)	EC1	1 <i>Some modal shift for school trips reducing congestion.</i>
	Sustainable growth - environmental	EC2	2 <i>Mode shift from cars</i>
Environmental	GHG	EN1	2 <i>Mode shift from cars</i>
	Local	EN2	1 <i>Reduction in local emissions</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**  
*Improved access to education*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Infrastructure for Bus Quality  
 Scheme Promoter Metro

**Scheme Description**

*The procurement of land and construction of up to 12 depots in West Yorkshire for bus operation.*

Level of Specification Local Scheme

Scheme Cost 46.8 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas

RTS Priority B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

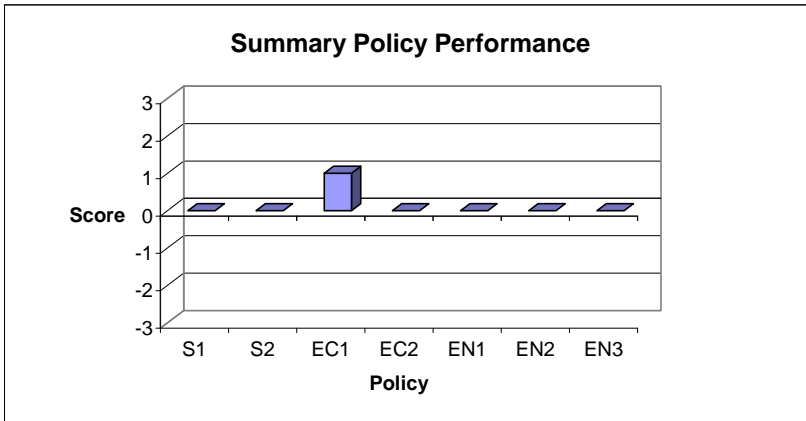
**Local Problems and Objectives**

Problems *Letting new contracts requires new depots to put new entrants on equal footing to existing providers*

Objectives *To meet the objectives in the Local Transport Plan in relation to bus services*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 <i>No impact likely - services unaffected.</i>
	Regeneration (places)	S2	0 <i>No impact likely - services unaffected.</i>
Economic	Growth (GVA)	EC1	1 <i>Potential cost saving in bus procurement.</i>
	Sustainable growth - environmental	EC2	0 <i>Unknown impact on bus services</i>
Environmental	GHG	EN1	0 <i>No impact likely - services unaffected.</i>
	Local	EN2	0 <i>No impact likely - services unaffected.</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**

*More efficient bus procurement.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Strategic Urban Priority
Scheme Promoter	Metro
Scheme Description	<i>A number of interventions to reduce congestion and improve bus service across West Yorkshire. Urban bus gateways - allowing for better access of busses into city centres where they are currently vulnerable to congestion. Urban bus routing strategies will also be developed so that busses serve where demand exists. Motorway junctions will also be improved to reduce peak congestion, which negatively impacts bus service. The scheme also provides for CCTV to enforce bus priority measures.</i>
Level of Specification	Strategic Scheme
Scheme Cost	50 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

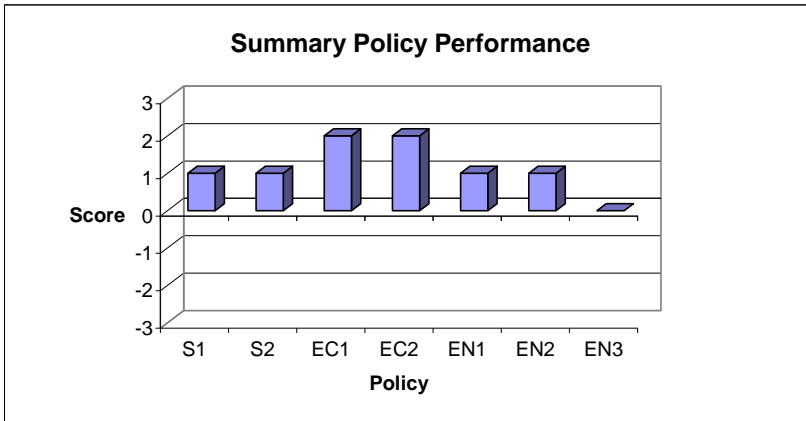
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Increasing congestion Reduced bus reliability from increasing congestion Congestion at motorway junctions</i>
Objectives	<i>Deliver a more sustainable transport system, with growth in the use of car alternatives Provision of improved access to jobs and key facilities Reduction of vehicle emissions and improvement in air quality</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increase in access to jobs and city centres</i>
	Regeneration (places)	S2	1 <i>Reduced traffic in centre</i>
Economic	Growth (GVA)	EC1	2 <i>Reduction in journey time and congestion</i>
	Sustainable growth - environmental	EC2	2 <i>Reduction in congestion</i>
Environmental	GHG	EN1	1 <i>Potential mode shift</i>
	Local	EN2	1 <i>Improved local emissions from congestion reduction</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**

*Congestion reduction and improved air quality.*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name	Connecting Leeds and Sheffield City Regions
Scheme Promoter	Metro <i>There are a number of different ways to improve connectivity between Leeds and Sheffield. The potential themes of rail improvements include: journey time improvements through infrastructure improvements; increased frequency; service on Sunday should be comparable to the rest of the week; addition capacity through better seating and longer platforms; improved reliability with new rolling stock and dualling access to Rotherham Central; improved station and interchange facilities; improved rolling stock quality; electrification to reduce environmental impacts and reduce journey times.</i>
Scheme Description	
Level of Specification	Strategic Scheme
Scheme Cost	90 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

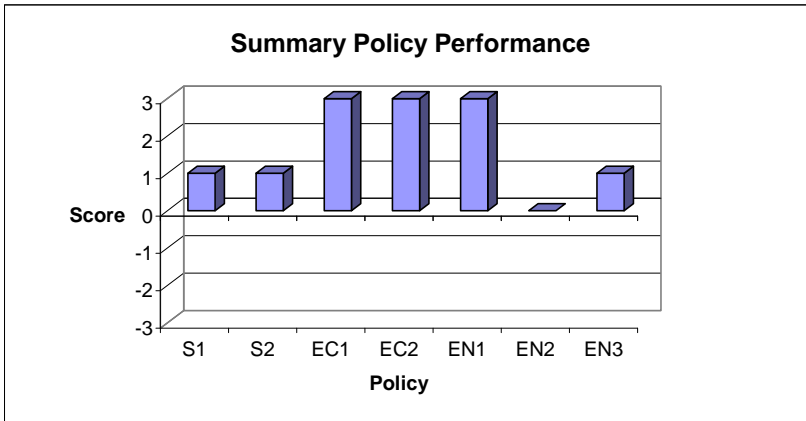
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds RSS 3 - Sheffield
RTS Priority	A4 - North-south rail links A7 - Leeds City Region A9 - Links between Leeds and Sheffield

**Local Problems and Objectives**

Problems	<i>Poor quality service Poor journey times Poor performance on many indicators</i>
Objectives	<i>Improve the economic output of the Leeds and Sheffield City Regions through wider economic benefits Improve sustainable transport links between Leeds and Sheffield to support housing and employment Improve connectivity of intermediate locations</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improves access to employment centres</i>
	Regeneration (places)	S2	1 <i>Reduced journey times and increased frequency</i>
Economic	Growth (GVA)	EC1	3 <i>Improved connectivity between Leeds and Sheffield.</i>
	Sustainable growth - environmental	EC2	3 <i>Mode shift from cars</i>
Environmental	GHG	EN1	3 <i>Potential mode shift</i>
	Local	EN2	0 <i>No significant impact on local roads.</i>
	Physical	EN3	1 <i>Station improvements</i>



**Local Policy Objectives Met**  
*None - strategic scheme.*

**Deliverability (showstopper) risk**  
Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name New Rail Stations  
 Scheme Promoter Metro

**Scheme Description**

*Leeds City Region is developing a proposal for five new rail stations which have been prioritised by Metro.*

Level of Specification Local Package

Scheme Cost 32.4 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

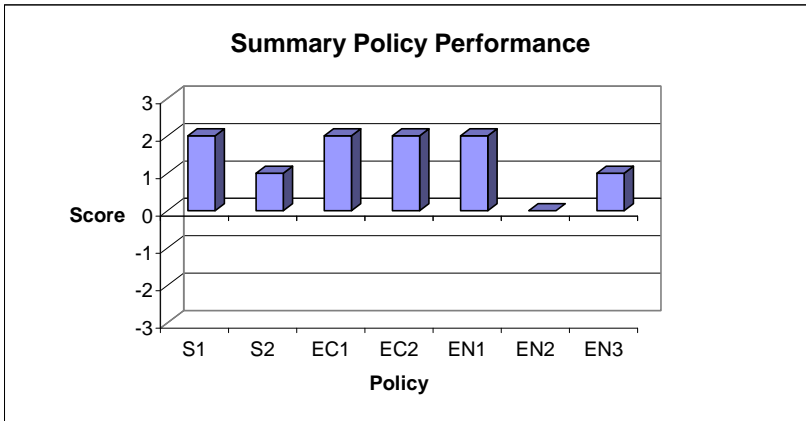
**Local Problems and Objectives**

Problems *Economic and population growth are limited by current capacity  
 Current network needs to grow as a relief to the road network  
 Excess pressure on the rolling stock*

Objectives *Improve accessibility to the City Region's rail network  
 Increase the attractiveness of rail for all journeys, in particular commuting and business journeys  
 Tackle congestion in the major centres and main corridors by providing a really alternative to the car*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improved local accessibility, and links access to Leeds City Centre.</i>
	Regeneration (places)	S2	1 <i>Localised regeneration impacts</i>
Economic	Growth (GVA)	EC1	2 <i>Reduced journey times and improved links</i>
	Sustainable growth - environmental	EC2	2 <i>New public transport access to city centres along key corridors</i>
Environmental	GHG	EN1	2 <i>Mode shift from cars</i>
	Local	EN2	0 <i>No local impact</i>
	Physical	EN3	1 <i>New stations</i>



**Local Policy Objectives Met**  
*Improve local accessibility.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Metro Express  
 Scheme Promoter Metro

Scheme Description *The scheme is to upgrade some current services to 'Metro Express', and to introduce new services where there are gaps in the strategic rail network. The scheme will also introduce strategic bus based park and ride using the same brand. A number of corridors have been identified for the services. Sites for the potential park and ride schemes have also been identified.*

Level of Specification Local Scheme

Scheme Cost 24 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

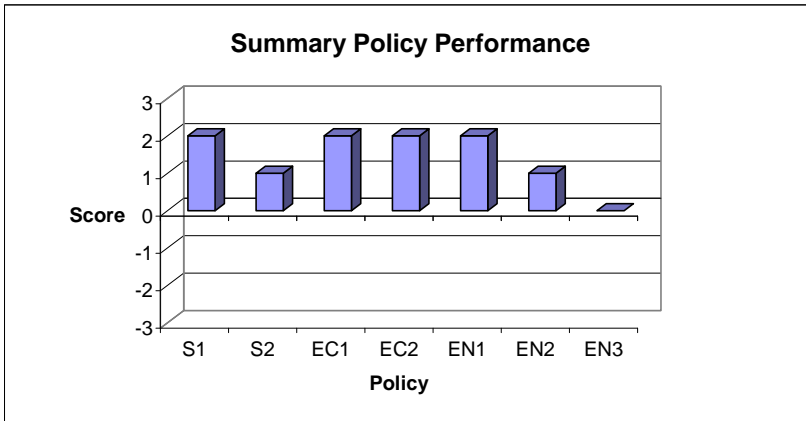
**Local Problems and Objectives**

Problems *Complexity of the bus system  
 Poor bus branding*

Objectives *Deliver a more sustainable transport system, with growth in the use of alternatives to the private car including bus  
 Provide improved accessibility to jobs and key facilities  
 Reduce vehicle emissions and improve air quality*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved access to jobs for commuters
	Regeneration (places)	S2	1 Localised regeneration impacts
Economic	Growth (GVA)	EC1	2 Increase in public transport capacity and reduced journey times
	Sustainable growth - environmental	EC2	2 Expanded public transport scheme
Environmental	GHG	EN1	2 Mode shift from cars
	Local	EN2	1 Improved local emissions from congestion reduction
	Physical	EN3	0 Offsetting impacts.



**Local Policy Objectives Met**  
 None - strategic scheme.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Rail based P&R  
 Scheme Promoter Metro

Scheme Description *This scheme seeks to grow the number of spaces available for strategic rail-based park and ride at sites adjacent to the strategic road network. This could include new parkway stations as well as the expansion of car parks at existing rail stations. This would be linked to planned increases in capacity and improved connections on the rail network. Precise details of the interventions have yet to be developed, but will build on Metro's successful programme of expanding station car parks and opening new rail stations.*

Level of Specification Local Package

Scheme Cost 45 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 2 - Leeds

RTS Priority A4 - North-south rail links  
 A5 - Transpennine rail  
 A7 - Leeds City Region

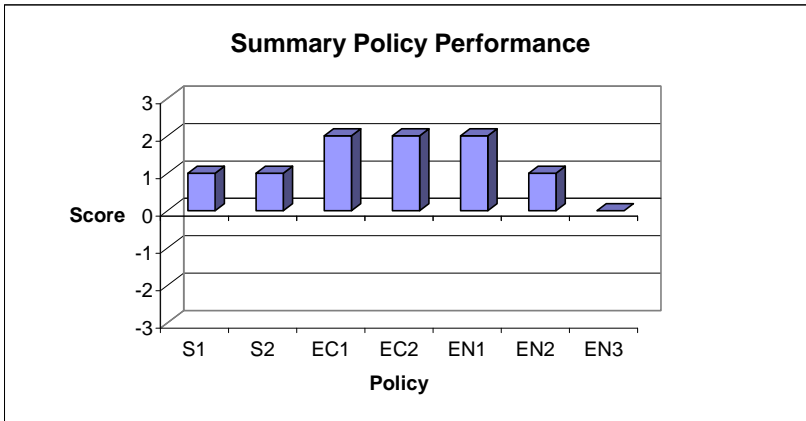
**Local Problems and Objectives**

Problems *Unmet demand for car parking at existing stations  
 Congestion on the strategic road network  
 Congestion on the local road network  
 Constrained car parking availability in central locations*

Objectives *Facilitate the growth in a sustainable way  
 Improve the quality and accessibility to the local/national rail network  
 Reduce parking problems  
 Encourage more efficient use of heavy rail network  
 Combat congestion*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access to city centre
	Regeneration (places)	S2	1 Reduction in journey time
Economic	Growth (GVA)	EC1	2 Reduced journey time, increased reliability, meeting future demand
	Sustainable growth - environmental	EC2	2 options for people to shift to rail
Environmental	GHG	EN1	2 Mode shift from cars
	Local	EN2	1 Improved local emissions from congestion reduction
	Physical	EN3	0 Localised impact.



**Local Policy Objectives Met**  
 None - strategic scheme.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Connecting Airedale Keighley  
 Scheme Promoter Metro/Bradford

**Scheme Description**

*Dualling of A650 Hard Ings Road between the Victoria Park roundabout and Skipton Road roundabout in Keighley. A new bus gate and local street improvements on Cavendish Street.*

Level of Specification Local Scheme

Scheme Cost 5.3 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority B3 - Increase accessibility of regeneration priority areas  
 A7 - Leeds City Region

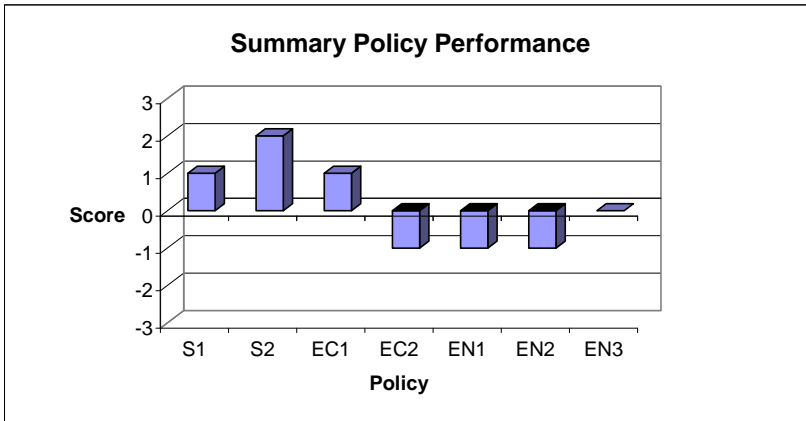
**Local Problems and Objectives**

Problems *Congestion on Hard Ings Road  
 Town centre congestion  
 Socio-demographic issues - including pockets of deprivation and low car ownership  
 Future trip generation associated with new developments and achieving sustainable growth*

Objectives *Alleviate the congestion bottlenecks on the strategic highway network  
 Reduce the need to 'rat run' through Keighley town centre as a way of avoiding bottlenecks  
 Improve accessibility to Keighley town centre and the bus and rail stations  
 Reduce delays for busses including those linking the rail station to the bus station*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved road links in deprived area
	Regeneration (places)	S2	2 Improved access to housing regeneration site.
Economic	Growth (GVA)	EC1	1 Journey time improvements within Airedale corridor.
	Sustainable growth - environmental	EC2	-1 Increase in car traffic
Environmental	GHG	EN1	-1 Increase in car traffic
	Local	EN2	-1 Increase in car traffic
	Physical	EN3	0 Offsetting impacts.



**Local Policy Objectives Met**

*Support further development and reduce congestion.*

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Rail Route upgrades - Sheffield - London	
Scheme Promoter	SYLTE <i>This scheme proposes rail upgrades to improve access between South Yorkshire and London, in order to help growth of the South Yorkshire region. The scheme is a package which includes: Rotherham/Sheffield rail line improvements; additional rail capacity accessing Doncaster urban centre, enhanced the link along the Tram Train line between Barnsley and Penistone, investigation if TramTrain can operate instead of INTEGR8 along the Barnsley to Doncaster corridor, Wakefield/Leeds to East Barnsley Tram Train, further enhancement of the Tram Train line from Huddersfield via Penistone to Barnsley.</i>	
Scheme Description		
Level of Specification	Local Package	
Scheme Cost	Not yet defined	£m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

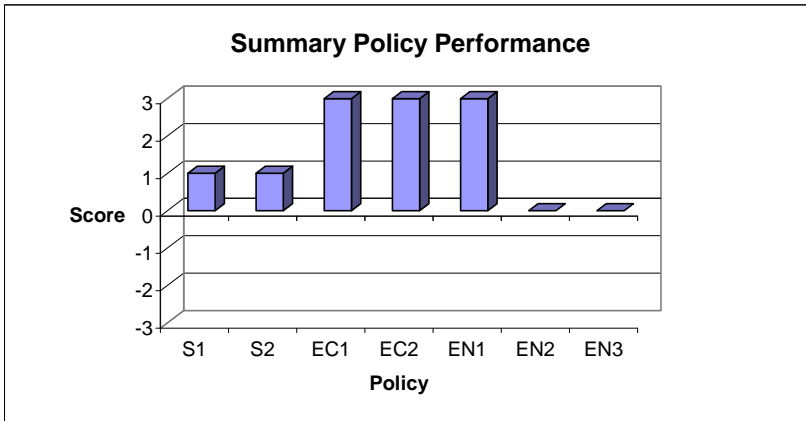
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A5 - Transpennine rail A8 - South Yorkshire connectivity C2 - Joint ticketing and travel information

**Local Problems and Objectives**

Problems	<i>High proportion of car use Constrained public transport system High carbon emissions Economic development</i>
Objectives	<i>Provide vastly improved rail links between the four main urban centres in South Yorkshire of Sheffield, Barnsley, Doncaster and Rotherham Give customers innovative and sustainable modes of travel Encourage modal shift to public transport and reduce carbon emissions Facilitate employment and housing growth in the South Yorkshire region Encourage economic growth through positively attracting employers to sites offering sustainable access</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improved access along Sheffield - London corridor.</i>
	Regeneration (places)	S2	1 <i>Reduced journey time to key centres</i>
Economic	Growth (GVA)	EC1	3 <i>Improved strategic rail connectivity.</i>
	Sustainable growth - environmental	EC2	3 <i>Mode shift from cars</i>
Environmental	GHG	EN1	3 <i>Potential mode shift</i>
	Local	EN2	0 <i>No significant impact on local roads.</i>
	Physical	EN3	0 <i>No significant impact.</i>



**Local Policy Objectives Met**  
*None - strategic scheme.*

**Deliverability (showstopper) risk**  
Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name Tramtrain Expansion  
 Scheme Promoter SYPTE

Scheme Description *If the TramTrain trial is successful, the TramTrain will be considered for extension to operate through Sheffield City Centre, and possibly operating between Barnsley to Doncaster, and Barnsley to Wakefield. TramTrain could possibly operate along one of the INTEGR8 corridors instead of BRT if that is identified as the best modal solution (please see RFA2 bid relating to INTEGR8 phase 2). Further investigation following the trial will show if these routes are likely to be successful. TramTrain would ultimately improve the regions image of being one of the leaders in transport innovation, offering inter urban links that will help to aid the regions economy.*

Level of Specification Strategic Scheme

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield

RTS Priority A5 - Transpennine rail  
 A8 - South Yorkshire connectivity  
 B2 - Improve links between regional and sub-regional cities and towns

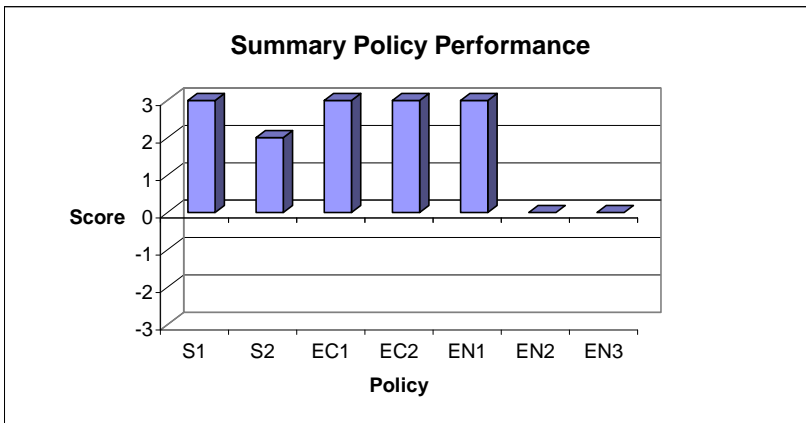
**Local Problems and Objectives**

Problems *High proportion of car use  
 Constrained public transport system  
 High carbon emissions  
 Economic development*

Objectives *Provide vastly improved public transport links between Sheffield, Barnsley and Doncaster  
 Give customers innovative sustainable travel modes  
 Encourage modal shift to public transport and reduce carbon emissions  
 Facilitate employment and housing growth in the South Yorkshire region  
 Encourage economic growth through positively attracting employers to sites offering sustainable access*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	3 Improved access to job centres
	Regeneration (places)	S2	2 Improved local regeneration in RPA.
Economic	Growth (GVA)	EC1	3 Reduction in journey time and increased reliability
	Sustainable growth - environmental	EC2	3 Mode shift from cars
Environmental	GHG	EN1	3 Potential mode shift
	Local	EN2	0 No significant impact on local roads.
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**  
*Improved local accessibility and reduced emissions.*

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Integr8 Phase II  
 Scheme Promoter SYPTE

**Scheme Description**

*P&R sites at Stairfoot and Dodworth in Barnsley, with an interlinking BRT to link the two P&R sites through the urban centre. Also a full expansion of the BRT network across the South Yorkshire area along the eight named corridors. Supertram capacity increases, new public transport links, upgraded interchanges, bus priority measures, quality bus contract, travel plan roll-out and travel to school solutions.*

Level of Specification Strategic Package

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

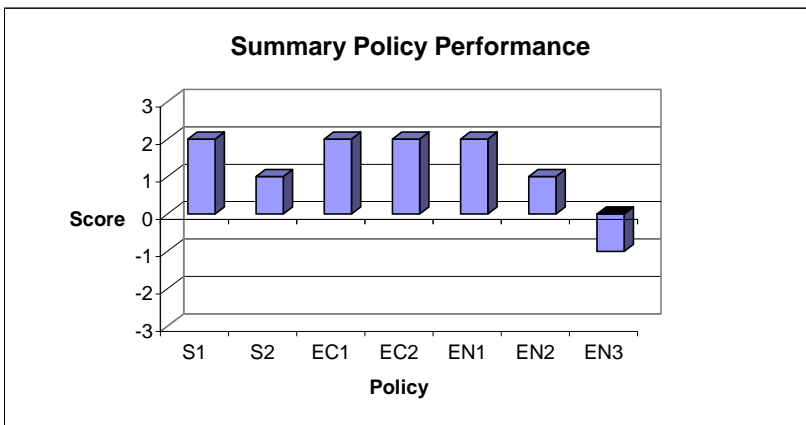
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RTS Priority A8 - South Yorkshire connectivity  
 B2 - Improve links between regional and sub-regional cities and towns

**Local Problems and Objectives**

Problems *A need for a step enhancement of public transport  
 Congestion  
 Access to employment  
 Economic growth*  
 Objectives *Agglomeration benefits to South Yorkshire and supporting growth  
 Maximising the benefits of existing transport assets  
 Encouraging modal shift to public transport  
 Reducing delays and congestion  
 Increasing access to opportunities for non-car users*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved access to jobs within deprived area.
	Regeneration (places)	S2	1 Access to Sheffield & Doncaster
Economic	Growth (GVA)	EC1	2 Reduce JT and increase PT quality
	Sustainable growth - environmental	EC2	2 Increased capacity of PT and mode shift
Environmental	GHG	EN1	2 Reduction about 150 tonnes pa emissions prevented
	Local	EN2	1 Mode shift reduces car emissions
	Physical	EN3	-1 New P&R sites



**Local Policy Objectives Met**  
 Support further growth of Sheffield city region.

**Deliverability (showstopper) risk**

Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	A180/A46 Grimsby Port Access Routes
Scheme Promoter	NE Lincolnshire
Scheme Description	<i>A180 Westgate: Pyewipe Roundabout to A16 Lockhill Roundabout - 2.1 km dual carriageway, resurface carriageway; localised deep replacement of the structural layers in areas of capping failure; A180 Cleethorpes Fly-over - 0.5km dual carriageway, replace bridge bearings, joints, and parapets; A1136 link from the A180 interchange to Great Coates Road - 1.11km single carriageway: replace bound layers including capping; A1136 Great Coates Road? / Yarborough Road / Boulevard Avenue / Pyewipe Road: Great Coates Roundabout to A180 Westgate roundabout - 4.7 km single carriageway: full reconstruction; re-profile; restore the kerb face; B1444 Littlecoates</i>
Level of Specification	Local Package
Scheme Cost	15.5 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

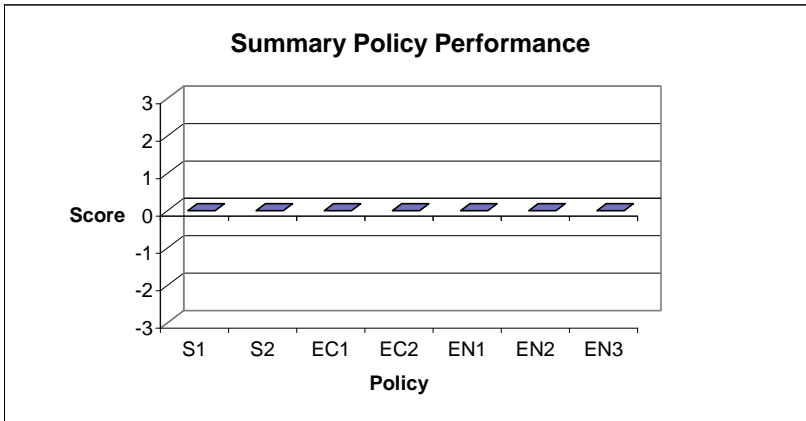
RSS Objective	RSS 4 - Humber Ports RSS 5 - Principal towns in rural and coastal economy
RTS Priority	A2 - South Humber Ports B1 - Connectivity between Scunthorpe, Immingham, Grimsby and Cleethorpes

**Local Problems and Objectives**

Problems	<i>Poor maintenance of the access to the Port of Grimsby and Cleethorpes Resort Need to improve the environment along key corridors of residential property Inappropriate road surfaces for cycling across significant proportion of the cycle network</i>
Objectives	<i>Maintain road access to the port of Grimsby in the medium to long term Maintain road access to the industrial estates along the A180 to the west of Grimsby Maintain road access to the resort of Cleethorpes Improve key cycle route Grimsby - Great Coates - Healing (school) - Stallingborough - Immingham</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 0
	Regeneration (places)	S2	0 0
Economic	Growth (GVA)	EC1	0 0
	Sustainable growth - environmental	EC2	0 0
Environmental	GHG	EN1	0 0
	Local	EN2	0 0
	Physical	EN3	0 0



**Local Policy Objectives Met**  
*Maintenance - reduced accidents.*

**Deliverability (showstopper) risk**  
Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name LBIA Integrated Access Corridor  
 Scheme Promoter Leeds City Council

Scheme Description *The proposed scheme involves 600 metres of on-line highway improvements to facilitate bus priority measures linked to a new wide single carriageway providing strategic surface access between A65, LBIA and A658. The LBIA Integrated Access Corridor (IAC) will be a new highway link joining the A65 Horsforth Roundabout with the A658 Bradford to Harrogate Road north of the airport.*

Level of Specification Strategic Scheme

Scheme Cost 22.7 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 2 - Leeds

RTS Priority A7 - Leeds City Region  
 A11 - Leeds Bradford International Airport

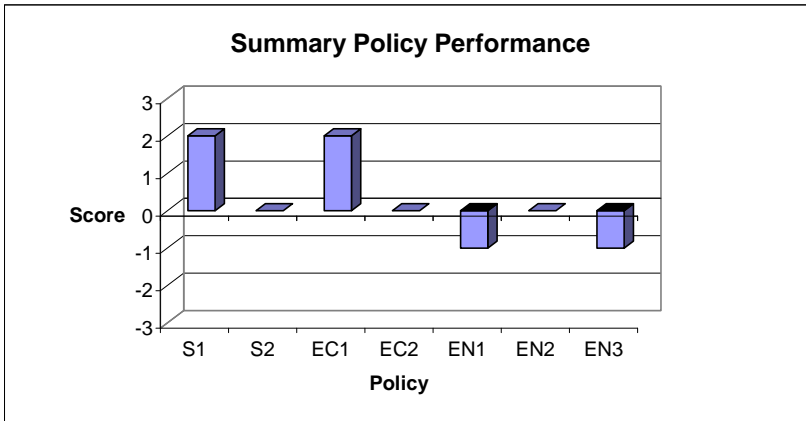
**Local Problems and Objectives**

Problems *Congestion  
 Poor bus service reliability  
 High accident rates  
 Rat-running through residential areas  
 Lack of strategic access to LBIA*

Objectives *Address the issue of reliability and attractiveness of bus services caused by congestion  
 Address the lack of strategic highways access to the airport  
 Facilitate access across NW Leeds  
 Improve Safety of the NW Leeds road network  
 Improve environmental conditions on the NW Leeds route network and surrounding area*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved access to employment at Leeds/Bradford to airport
	Regeneration (places)	S2	0 No significant impact
Economic	Growth (GVA)	EC1	2 Increased capacity and reliability and reduced journey time
	Sustainable growth - environmental	EC2	0 Provides for public transport and road improvements.
Environmental	GHG	EN1	-1 Likely increase in emissions
	Local	EN2	0 No impact on local
	Physical	EN3	-1 Physical impact of new road links.



**Local Policy Objectives Met**  
 Improved safety .

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name	Leeds Inner Ring Road Renewal Phase I A58/A64(M)
Scheme Promoter	Leeds City Council <i>The proposed major maintenance scheme would tackle those structures identified as having the worst Bridge Condition Index and carrying the greatest risk in terms of the integrity of the Inner Ring Road as a through traffic route. In this regard it is intended to address the BCI critical elements currently assessed as Very Poor and to address whole structure to ensure that the BCI average value does not deteriorate further towards the Poor category. The principal structures concerned are retaining walls along the route and additional works at Westgate, North Street and Regent Street. In addition there is a renewal scheme This scheme will form the first advance stage of the</i>
Scheme Description	
Level of Specification	Local Scheme
Scheme Cost	75 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

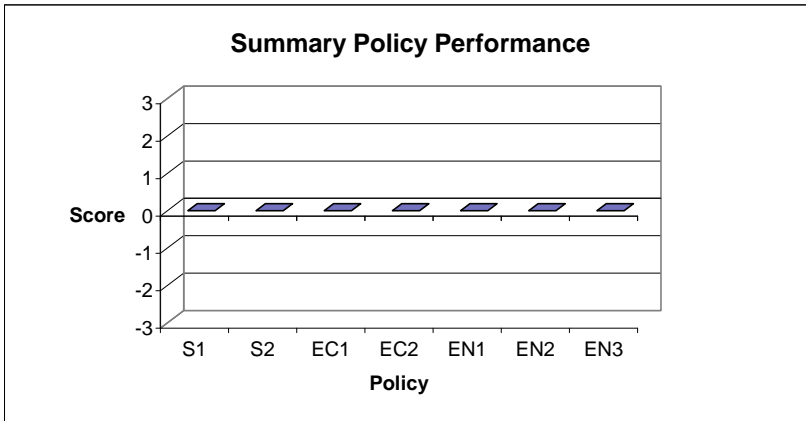
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region

**Local Problems and Objectives**

Problems	<i>Structures reaching end of design life Need for longer term maintenance Need for a sustainable maintenance strategy</i>
Objectives	<i>Continue the programme of exceptional maintenance works to ensure the structural integrity of the route Keep the full route open to traffic with a minimum of disruption Protect the city centre economy from the disruption and impacts of unplanned closures and emergency works Maintain accessibility to the city centre road network and minimise the risks of unplanned works Prepare for main renewal programme and prepare proposals for LIRR long term needs</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 0
	Regeneration (places)	S2	0 0
Economic	Growth (GVA)	EC1	0 0
	Sustainable growth - environmental	EC2	0 0
Environmental	GHG	EN1	0 0
	Local	EN2	0 0
	Physical	EN3	0 0



**Local Policy Objectives Met**

*Maintenance - reduced accidents.*

**Deliverability (showstopper) risk**

Deliverability risk  
Comment

**Summary Scheme Info**

Scheme Name Leeds Inner Ring Road Refurb A58  
 Scheme Promoter Leeds City Council

Scheme Description *The proposed major maintenance scheme would tackle those structures identified as having the worst Bridge Condition Index and carrying the greatest risk in terms of the integrity of the Inner Ring Road as a through traffic route. In this regard it is intended to address the BCI critical elements currently assessed as Very Poor and to address whole structure to ensure that the BCI average value does not deteriorate further towards the Poor category. The principal structure concerned is the Woodhouse Tunnel and associated structures.*

Level of Specification Local Scheme

Scheme Cost 9 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds

RTS Priority A7 - Leeds City Region

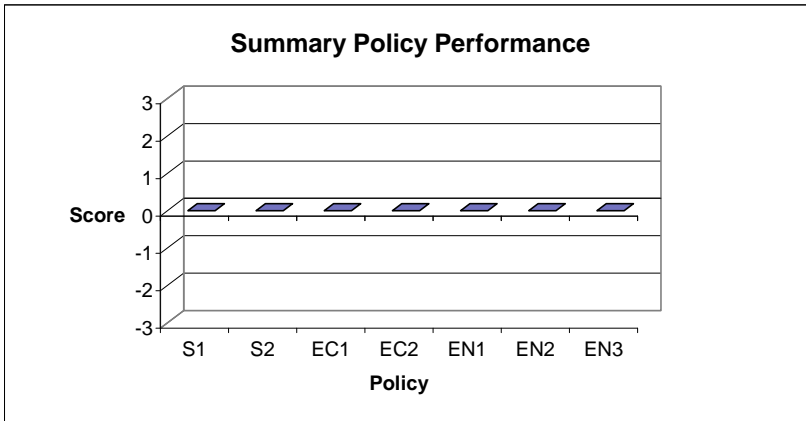
**Local Problems and Objectives**

Problems *Structures reaching end of design life  
 Need for longer term maintenance  
 Need for a sustainable maintenance strategy*

Objectives *Continue the programme of exceptional maintenance works to ensure the structural integrity of the route  
 Keep the full route open to traffic with a minimum of disruption  
 Protect the city centre economy from the disruption and impacts of unplanned closures and emergency works  
 Maintain accessibility to the city centre road network and minimise the risks of unplanned works*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 0
	Regeneration (places)	S2	0 0
Economic	Growth (GVA)	EC1	0 0
	Sustainable growth - environmental	EC2	0 0
Environmental	GHG	EN1	0 0
	Local	EN2	0 0
	Physical	EN3	0 0



**Local Policy Objectives Met**  
 Maintenance - reduced accidents.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Leeds Outer Ring Road Route Strategy Phase I A6120  
 Scheme Promoter Leeds City Council

Scheme Description *An integrated package of measures to convert the six major roundabouts on the route to traffic signal control, in addition Close Circuit Television provision at each site is included as an effective traffic management tool and additional measures at each site.*

Level of Specification Local Scheme

Scheme Cost 27.8 £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 2 - Leeds

RTS Priority A7 - Leeds City Region

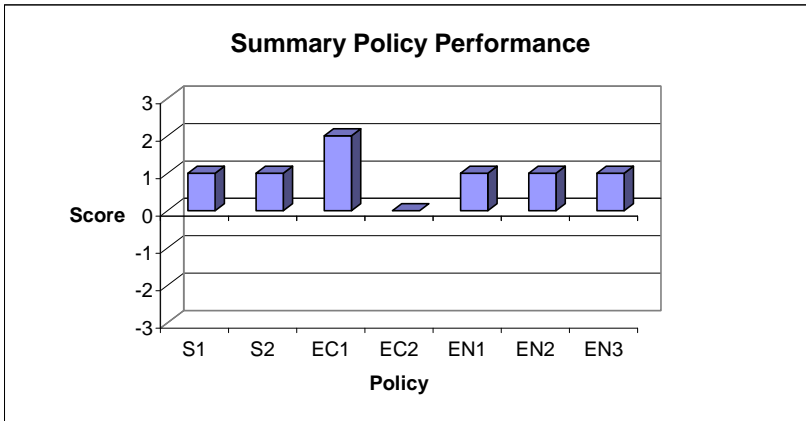
**Local Problems and Objectives**

Problems *Traffic congestion  
 Problems with transport on the radial routes stemming from congestion  
 Poor pedestrian provision  
 Lack of cycle facilities at junctions  
 High accident rates*

Objectives *Improve public transport movements and journey times by providing physical priority  
 Improve and provide safe and efficient facilities for vulnerable road users  
 Full network integration with the Leeds UTM system  
 Provide high quality North Leeds orbital route connecting York, Leeds and Bradford*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved transport links within Leeds
	Regeneration (places)	S2	1 Improved transport links and reduced journey time around Leeds
Economic	Growth (GVA)	EC1	2 Increased transit capacity, reduced journey time and increased reliability
	Sustainable growth - environmental	EC2	0 Decrease in congestion offset by additional car trips.
Environmental	GHG	EN1	1 Mode shift from cars
	Local	EN2	1 Reduced congestion
	Physical	EN3	1 Junction improvements



**Local Policy Objectives Met**  
 Reduced congestion and accidents.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment

**Summary Scheme Info**

Scheme Name Trans Pennine Route Upgrade  
 Scheme Promoter SYPTE

**Scheme Description**

*This rail scheme is made up of several sub-schemes aims to increase the capacity and frequency of the rail network, through a number of sustainable interventions such as increase train length.*

Level of Specification Local Package

Scheme Cost Not yet defined £m RFA out-turn (unadjusted promoter estimate)

**Fit with RSS Objectives and RTS Priorities**

RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RSS 7 - Avoid exacerbating environmental threats  
 RTS Priority A5 - Transpennine rail  
 A8 - South Yorkshire connectivity

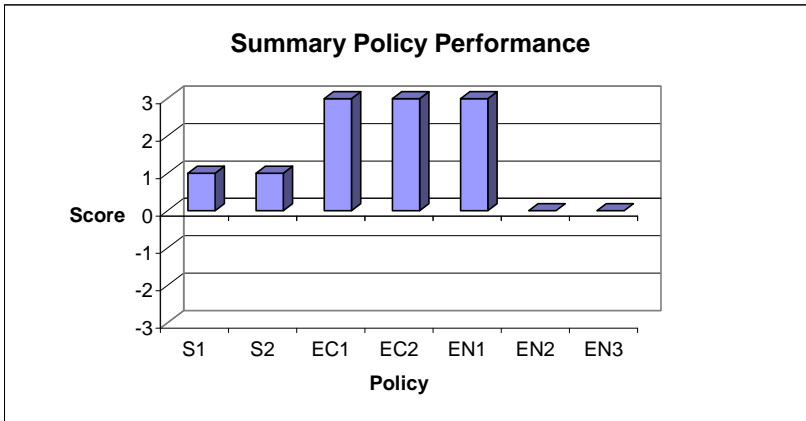
**Local Problems and Objectives**

Problems *High proportion of private car use  
 A view that there is a lack of reliable and attractive public transport  
 A constrained public transport system*

Objectives *Provide vastly improved rail links within South Yorkshire  
 Give customers innovative sustainable travel modes  
 Encourage modal shift to public transport and reduce carbon emissions  
 Facilitate employment and housing growth in the South Yorkshire region  
 Encourage economic growth through positively attracting employers to sites offering sustainable access*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access along Tran-Pennine route
	Regeneration (places)	S2	1 Reduced journey time to job centres
Economic	Growth (GVA)	EC1	3 Improved rail connectivity on Trans-Pennine route.
	Sustainable growth - environmental	EC2	3 Mode shift from cars
Environmental	GHG	EN1	3 Potential mode shift
	Local	EN2	0 No significant impact on local roads.
	Physical	EN3	0 No significant impact.



**Local Policy Objectives Met**  
 None - Strategic Scheme.

**Deliverability (showstopper) risk**  
 Deliverability risk  
 Comment