

# YORKSHIRE AND HUMBER REGIONAL FUNDING ALLOCATION (RFA2)

January 2009

SCHEME ASSESSMENT SUMMARIES - PRE 2014 SCHEMES

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### Summary Scheme Info

Scheme Name	Bridlington Integrated Transport Plan
Scheme promoter	East Riding of Yorkshire Council
Scheme Description	<i>A 1000 space Park &amp; Ride, relocation of an existing boat compound and junction improvements</i>
Scheme Cost	5.4 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2009
Scheme Status	PROGRAMME ENTRY

### Value for Money Assessment

Scheme BCR	3.4
VfM Risk	Low
Comment	<i>Exempt</i>

### Deliverability Assessment

#### Cost Risk

Cost	5.4	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Recent cost estimate, QRA included.</i>	

#### Programme Risk

Promoter start date	Q1, 09
Programme Risk	Low
Comment	<i>Subject to DfT Approvals process.</i>

#### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

### Summary Scheme Info

Scheme Name Beverley Integrated Transport Scheme  
 Scheme Description A 2.7km relief road to by-pass the town centre of Beverley, 750 space bus Park & Ride, junction improvements, upgraded public transport interchange and bus priorities  
 Scheme Cost 29.0 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2011  
 Scheme Status PROGRAMME ENTRY

### Fit with RSS Objectives and RTS Priorities

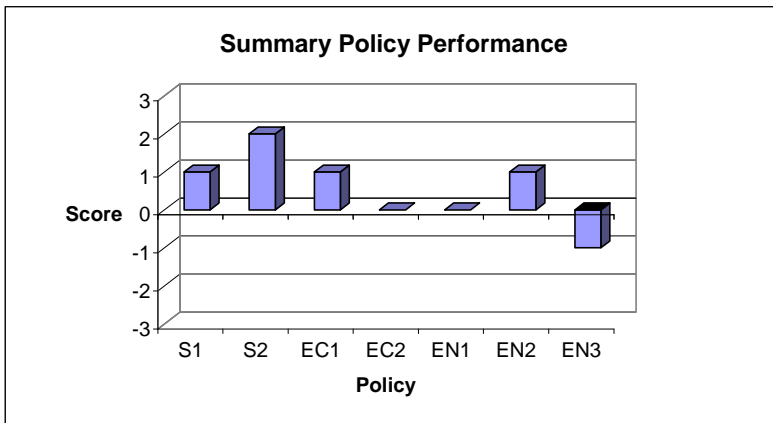
RSS Objective RSS 5 - Principal towns in rural and coastal economy  
 RTS Priority B4 - Rural and coastal principal towns  
 C4 - Scarborough and east coast

### Local Problems and Objectives

Problems Congestion into and within Beverley  
 Poor public transport reliability  
 Poor rates of walking and cycling  
 Road safety issues  
 Impact of traffic on historic character of Beverley  
 Objectives Decrease Traffic congestion in town centre  
 Increased access for all modes  
 Improve street-scape and historic environment  
 Better management of car parks  
 Contribute to town economy

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 The scheme provides better access for commuters
	Regeneration (places)	S2	2 Scheme removed traffic from town centre.
Economic	Growth (GVA)	EC1	1 Scheme removes car journeys and adds bus journeys/decrease vehicle hours
	Sustainable growth - environmental	EC2	0 Additional PT, but additional road space could increase driving
Environmental	GHG	EN1	0 Impact of scheme on car use is not clear
	Local	EN2	1 Town centre improvements partially offset by impact of by new road.
	Physical	EN3	-1 Physical impact of highway and P&R infrastructure.



### Local Policy Objectives Met

Improves the local environment by displacing traffic from towns.

### Value for Money Assessment

Scheme BCR 4.5  
 VfM Risk Low  
 Comment High BCR. Robust to cost change.

### Deliverability Assessment

#### Cost Risk

Cost 29.0 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk Low (once re-provided)  
 Comment Recent cost estimate, QRA included.

#### Programme Risk

Promoter start date Q1, 11  
 Programme Risk Medium.  
 Comment Achievable programme, but inquiry risk.

#### Deliverability (showstopper) risk

Deliverability risk Medium  
 Comment Inquiry & VfM risk

**Summary Scheme Info**

Scheme Name A57, J31 (M1) to Todwick Crossroads, improvement  
 Scheme Description *Improvement to the road's horizontal alignment, a width increase to a dual carriageway, better access for side roads and provision of pedestrian facilities.*  
 Scheme Cost 12.8 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2011  
 Scheme Status PROGRAMME ENTRY

**Fit with RSS Objectives and RTS Priorities**

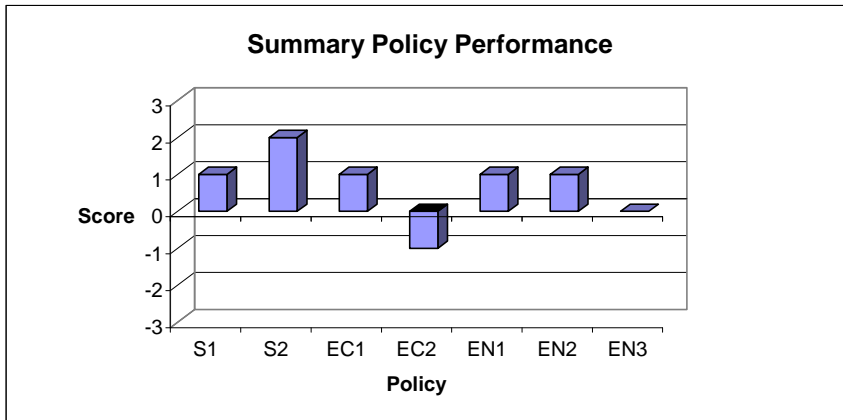
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RTS Priority A8 - South Yorkshire connectivity  
 B2 - Improve links between regional and sub-regional cities and towns  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems *Poor horizontal and vertical alignments  
 High accident rate on route  
 Capacity flows higher than recommended levels*  
 Objectives *Improve safety on route  
 Address over capacity issues  
 Provide wider economic and regeneration benefits  
 Improve access to employment  
 Environmental improvements*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improved access to jobs from Dinningham Ward</i>
	Regeneration (places)	S2	2 <i>Improved link and capacity within RPA.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in vehicle hours at all junctions</i>
	Sustainable growth - environmental	EC2	-1 <i>Scheme provides additional road capacity.</i>
Environmental	GHG	EN1	1 <i>6% reduction in CO2 emissions in opening year</i>
	Local	EN2	1 <i>Marginal improvement in air quality</i>
	Physical	EN3	0 <i>Not likely to make a large physical impact - positive or negative</i>



**Local Policy Objectives Met**

*Reduction of accidents on the route.*

**Value for Money Assessment**

Scheme BCR 7.0  
 VfM Risk Low  
 Comment *BCR being revised Dec 08. Will incl. cost increase, but should be robust.*

**Deliverability Assessment**

**Cost Risk**

Cost 12.8 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk Medium  
 Comment *£2.2m additional funding requirement identified. Other sources identified, but 50% of residual shortfall sought from RFA.*

**Programme Risk**

Promoter start date 2011  
 Programme Risk Medium  
 Comment *Inquiry Risk*

**Deliverability (showstopper) risk**

Deliverability risk Low  
 Comment -

### Summary Scheme Info

Scheme Name Castleford Integrated Transport Scheme  
Scheme Description *Improved town centre interchange from provision of new bus station and associated improvements.*  
Scheme Cost 14.3 £m RFA out-turn (unadjusted promoter estimate)  
Year of Construction 2011  
Scheme Status PROGRAMME ENTRY

### Value for Money Assessment

Scheme BCR 1.7  
VfM Risk High  
Comment *BCR marginal following cost increase.*

### Deliverability Assessment

#### Cost Risk

Cost 14.3 £m RFA out-turn (unadjusted promoter estimate)  
Cost Risk Medium  
Comment *£1m unfunded. Additional property cost risk (relocation of objectors).*

#### Programme Risk

Promoter start date 2011  
Programme Risk High  
Comment *Inquiry & VfM Risk*

#### Deliverability (showstopper) risk

Deliverability risk Medium  
Comment *VfM/ Funding criteria*

### Summary Scheme Info

Scheme Name	A65 Kirkstall Road Quality Bus Corridor
Scheme Description	<i>Quality Bus corridor improvements on the A65 Kirkstall Road.</i>
Scheme Cost	20.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PROGRAMME ENTRY

### Value for Money Assessment

Scheme BCR	.
VfM Risk	Low
Comment	<i>Exempt.</i>

### Deliverability Assessment

#### Cost Risk

Cost	20.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Recent cost estimate, QRA included.</i>	

#### Programme Risk

Promoter start date	2011
Programme Risk	Medium
Comment	<i>Inquiry outcome awaited.</i>

#### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

**Summary Scheme Info**

Scheme Name	Waverley Link Road
Scheme Description	1.9km Link road between Highfield Lane/Highfield Spring junction and the B6200 Retford Road at Woodhouse Mill, on a former open cast mining site.
Scheme Cost	8.1 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

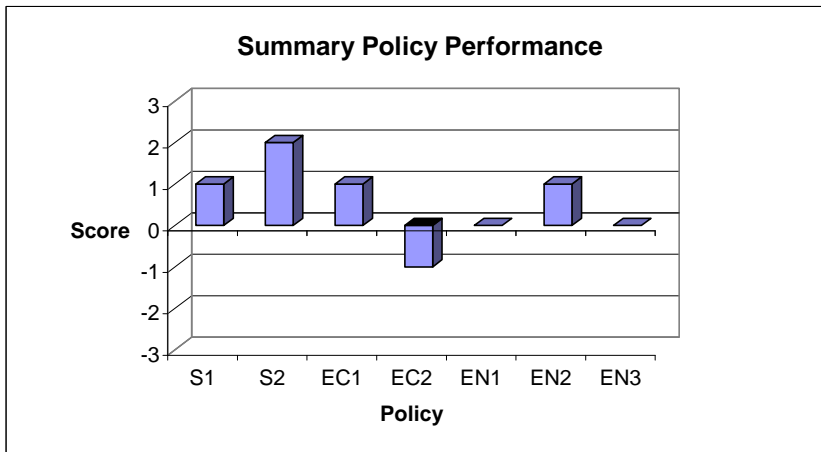
RSS Objective	RSS 1 - Transform regeneration priority areas
RTS Priority	B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	14,000 new jobs created increasing commuter journeys Most job sites require car access
Objectives	Tackle congestion Mitigate impacts of increased traffic Increase access to Southern locations

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Increased access jobs; decreased stress on route and reduced JT
	Regeneration (places)	S2	2 New link road to development in RPA.
Economic	Growth (GVA)	EC1	1 Reduced JT, increased capacity and job creation
	Sustainable growth - environmental	EC2	-1 Scheme provides additional road capacity.
Environmental	GHG	EN1	0 Claimed CO2 reduction from scheme.
	Local	EN2	1 Overall improvement in environmental conditions
	Physical	EN3	0 Road goes through empty mine



**Local Policy Objectives Met**

Increases access to regeneration area to serve and promote development.  
Improves of the local environment by displacing traffic from towns.

**Value for Money Assessment**

Scheme BCR	7.0
VfM Risk	Low
Comment	Won't reflect latest cost / alignment [2005]

**Deliverability Assessment**

**Cost Risk**

Cost	8.1	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	Cost estimate doesn't reflect likely change in alignment.	

**Programme Risk**

Promoter start date	2012
Programme Risk	Medium
Comment	Challenging but achievable

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	Uncertainty over route / Inquiry Risk

**Summary Scheme Info**

Scheme Name Leeds New Generation Transport Phase 1  
 Scheme Description *High quality rapid transport electric trolleybus network on the four key radial corridors with modern accessible vehicles.*  
 Scheme Cost 150.0 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2013  
 Scheme Status PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

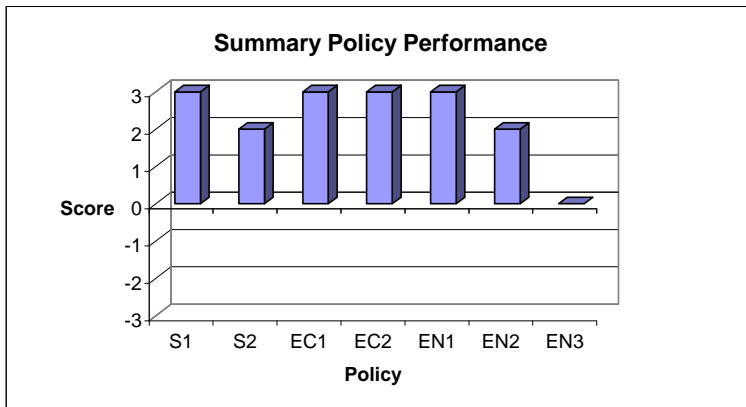
RSS Objective RSS 2 - Leeds  
 RSS 1 - Transform regeneration priority areas  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems *Lack of capacity to accommodate peak hour trips into city  
 Road Congestion in Leeds  
 Crowded bus services  
 Poor bus accessibility, punctuality and reliability*  
 Objectives *Maximise economic growth and support sustainable growth in Leeds  
 Support and facilitate regeneration initiatives  
 Improve public transport network  
 Reduce CO2 emissions  
 Enhance quality of life though providing a safe and healthy built environment*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	3 <i>Scheme will increase [public transport accessibility]</i>
	Regeneration (places)	S2	2 <i>Served local Regeneration Areas</i>
Economic	Growth (GVA)	EC1	3 <i>Strong growth potential</i>
	Sustainable growth - environmental	EC2	3 <i>Provides for electric PT and modal shift potential.</i>
Environmental	GHG	EN1	3 <i>High potential reductions, but evidence not presented</i>
	Local	EN2	2 <i>Electric vehicles will eliminate local emissions</i>
	Physical	EN3	0 <i>Broadly neutral impacts</i>



**Local Policy Objectives Met**

*Supports local regeneration initiatives.*

**Value for Money Assessment**

Scheme BCR 3.5  
 VfM Risk Medium  
 Comment *High BCR (network), but early stage of development.*

**Deliverability Assessment**

**Cost Risk**

Cost 150.0 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk Medium  
 Comment *Recent cost estimate, risk included. Scheme development ongoing.*

**Programme Risk**

Promoter start date Q3, 13  
 Programme Risk Low  
 Comment *Achievable programme*

**Deliverability (showstopper) risk**

Deliverability risk Medium  
 Comment *VfM/ Funding criteria. Inquiry.*

### Summary Scheme Info

Scheme Name	South Yorkshire Bus Rapid Transit Phase 1 (Southern)
Scheme Description	<i>BRT connects residential and development sites with Rotherham &amp; Sheffield, with a limited stopping pattern, junction priorities and new bus lanes.</i>
Cost	34.6 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

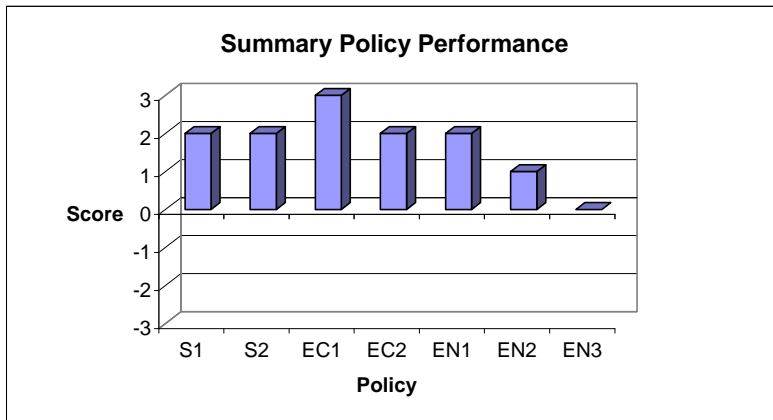
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - South Yorkshire connectivity B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Low paid jobs in Sheffield filled by Rotherham workers reliant on public transport Rotherham likely to increase as residential area for new Sheffield-based jobs Heavy congestion on M1 J34 Poor existing links between two centres</i>
Objectives	<i>New development at Waverley needs good public transport links Better connectivity between Rotherham and Sheffield Increased quality, capacity, reliability and availability of PT Provide alternatives to the car Improve local air quality</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Increasing frequency, quality and service reliability increasing access to jobs.</i>
	Regeneration (places)	S2	2 <i>Improve access to both Rotherham &amp; Sheffield.</i>
Economic	Growth (GVA)	EC1	3 <i>Reduction in PT journey time, mode shift to PT and increase in PT capacity.</i>
	Sustainable growth - environmental	EC2	2 <i>Strong modal shift potential, but may also attract additional P&amp;R trips..</i>
Environmental	GHG	EN1	2 <i>Reduction in carbon emissions from mode shift.</i>
	Local	EN2	1 <i>Reduce car emissions in inner / central Sheffield</i>
	Physical	EN3	0 <i>New facilities, no quantified evidence given.</i>



### Local Policy Objectives Met

*Serves new employment and housing development area in Waverley.*

### Value for Money Assessment

Scheme BCR	1.9
Comment	Medium
Comment	<i>current BCR &lt; 2.</i>

### Deliverability Assessment

#### Cost Risk

Cost	34.6	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, QRA included. Scheme development ongoing.</i>	

#### Programme Risk

Promoter start date	Q1, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VIM/ Funding criteria</i>

**Summary Scheme Info**

Scheme Name	A18-A180 Link
Scheme Description	<i>New road link between A180 Stalingborough Interchange and the A18 Riby crossroads</i>
Cost	6.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

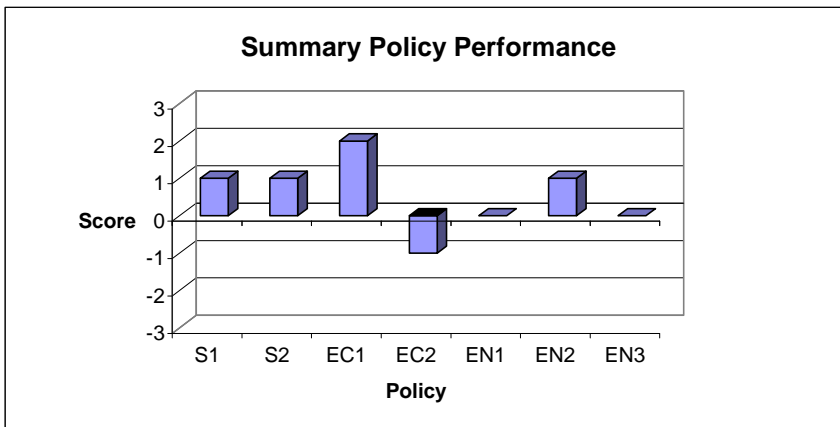
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 4 - Humber Ports
RTS Priority	A2 - South Humber Ports B1 - Connectivity between Scunthorpe, Immingham, Grimsby and Cleethorpes B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Poor Southern Access to port of Immingham Impact of port related traffic on residential community Deprivation - poor connectivity from Immingham to employment, skills and training Poor air quality</i>
Objectives	<i>Increase road capacity and capability Improve commercial traffic journey times Improve connectivity between Immingham and A180 corridor Reduce environmental impact and severance</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increased access to jobs in Grimsby and Immingham (no quantified evidence given)</i>
	Regeneration (places)	S2	1 <i>Removal of HGVs from road</i>
Economic	Growth (GVA)	EC1	2 <i>Significant JT savings fro HGVs accessing ports</i>
	Sustainable growth - environmental	EC2	-1 <i>Potential to increase road traffic</i>
Environmental	GHG	EN1	0 <i>Scheme will encourage some shorter journeys.</i>
	Local	EN2	1 <i>Reduction of noise and traffic in the Immingham.</i>
	Physical	EN3	0 <i>Negative impact on countryside offset by positive impact on Immingham.</i>



**Local Policy Objectives Met**

*Improves the local environment by displacing traffic from towns.*

**Value for Money Assessment**

Scheme BCR	7.2
Comment	Low
Comment	<i>High BCR. Robust to cost change.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	6.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Recent cost estimate, QRA included.</i>	

**Programme Risk**

Promoter start date	Q1, 11
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Low
Comment	<i>Inquiry Risk</i>

### Summary Scheme Info

Scheme Name	Access York Phase 1: Park & Ride
Scheme Description	Three Park & Ride sites to cover demand on radial routes into York and accommodate suppressed demand at existing Askham Bar P&R
Scheme Cost	22.0 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

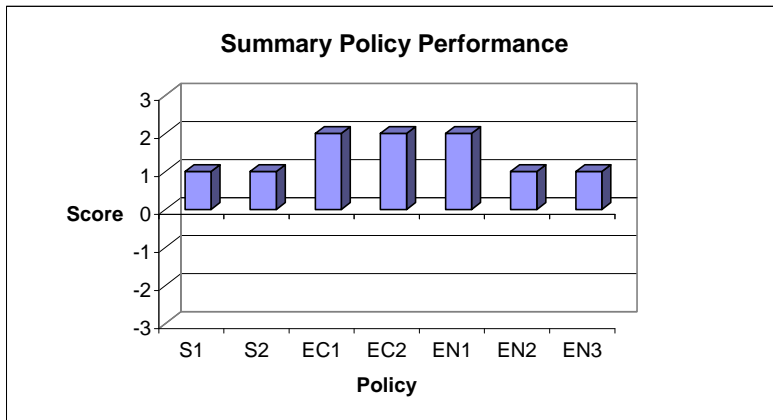
RSS Objective	RSS 5 - Principal towns in rural and coastal economy
RTS Priority	B2 - Improve links between regional and sub-regional cities and towns B5 - York City Centre

### Local Problems and Objectives

Problems	Poor air quality in the city centre Congestion on the ring road, main radials and the city centre Safety concerns for non-motorised users crossing or using the ring road High regional spatial strategy employment and housing growth allocations Existing capacity constraints limiting options for the York Northwest development
Objectives	Reduce the number of cars in the city centre and on the radial routes Encourage modal shift and address congestion Reduce severance by addressing safety concerns at A59/A1237 roundabout Enable to continued growth of the city's economy Provide an integrated transport option for rural communities

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 There is latent demand as Askham Bar site fills by 10am
	Regeneration (places)	S2	1 Reduced traffic in city centre
Economic	Growth (GVA)	EC1	2 Reduced JT, increased reliability and increase P&R capacity.
	Sustainable growth - environmental	EC2	2 Potential mode shift, but evidence not quantified
Environmental	GHG	EN1	2 Reduction identified, dependant on assumptions
	Local	EN2	1 Reduction of noise and traffic in central York.
	Physical	EN3	1 P&R impact offset by improved town centre environment.



### Local Policy Objectives Met

Improved city centre environment through removal of cars.

### Value for Money Assessment

Scheme BCR	5.0
VfM Risk	Low
Comment	High combined BCR.

### Deliverability Assessment

#### Cost Risk

Cost	22.0	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included. Scheme development ongoing.	

#### Programme Risk

Promoter start date	Q1, 10
Programme Risk	High
Comment	Unrealistic programme - optimistic assumptions on approvals timescale.

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	Inquiry Risk - 3 sites.

**Summary Scheme Info**

Scheme Name	Yorcard, Integrated public transport for the Y+H Region
Scheme Description	<i>The scheme proposes to roll out a region wide multi-modal transport smartcard</i>
Cost	28.0 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

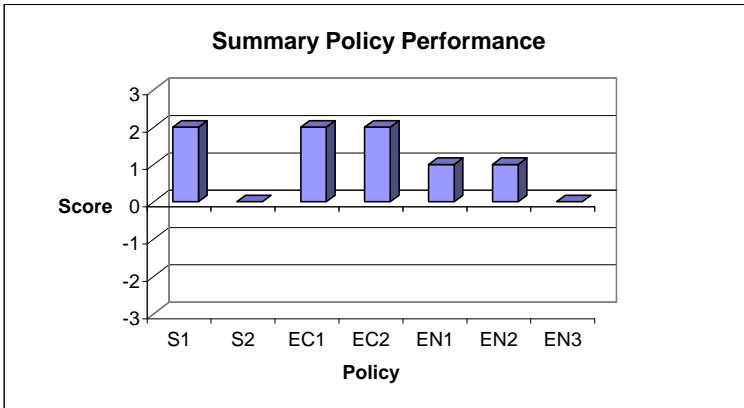
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds RSS 3 - Sheffield RSS 5 - Principal towns in rural and coastal economy
RTS Priority	A7 - Leeds City Region A8 - South Yorkshire connectivity B2 - Improve links between regional and sub-regional cities and towns C2 - Joint ticketing and travel information

**Local Problems and Objectives**

Problems	<i>The effect of passenger boarding times on PT journey times Barriers to the development of multi-modal and multi-operator ticketing</i>
Objectives	<i>Provide a single ticketing systems for PT in Yorkshire and Humber region Reduce fraud and increase fare collection Improve journey time, information display, and the customer experience Reduce passenger driver conflict over fares Improve the efficiency and audit ability of the administration of concessionary travel reimbursement</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Reduced dwell time leading to overall JT savings.</i>
	Regeneration (places)	S2	0 <i>No impact on specific locations</i>
Economic	Growth (GVA)	EC1	2 <i>JT reductions and evidence suggests economic benefits</i>
	Sustainable growth - environmental	EC2	2 <i>Potential for modal shift (no quantified evidence provided)</i>
Environmental	GHG	EN1	1 <i>Potential for modal shift (no quantified evidence provided)</i>
	Local	EN2	1 <i>Potential for modal shift (no quantified evidence provided)</i>
	Physical	EN3	0 <i>No townscape impacts.</i>



**Local Policy Objectives Met**

*Not applicable - no further local objectives to those captured in the regional objectives*

**Value for Money Assessment**

Scheme BCR	6.2
VfM Risk	Medium
Comment	<i>High BCR, but 'non-standard' scheme.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	28.0	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Significant 3rd party funding (operators). Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q1, 10
Programme Risk	High
Comment	<i>Unrealistic programme - optimistic assumptions on approvals timescale. Assumes PE by July 09</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>Operator agreement required.</i>

### Summary Scheme Info

Scheme Name	Leeds Station Southern Access
Scheme Description	<i>The construction of a small triangular deck over the river with possible footbridge connections. This provides Southern access to Leeds station.</i>
Scheme Cost	13.6 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

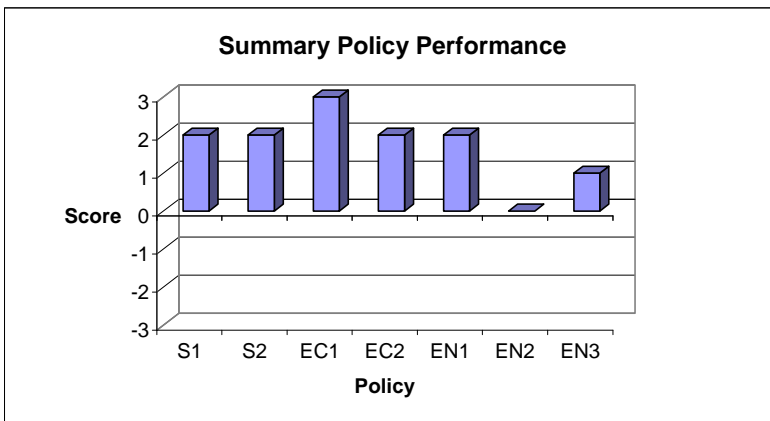
RSS Objective	RSS 2 - Leeds
RTS Priority	RSS 1 - Transform regeneration priority areas A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Northern access will be over capacity with current growth projections The station is on a major railway viaduct that impedes traffic and pedestrian circulation into the City. Lengthy access time for passengers from the South (currently via a tunnel) New developments in the South have poor access to station</i>
Objectives	<i>Improve access to Leeds Minimise access time to the station from the south Meet current and future flow requirements within/to the station Ensure Network Rail's operational safety and performance is maintained and improved</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improves access to / from south Leeds to rail station / network.</i>
	Regeneration (places)	S2	2 <i>Supports regeneration of south Leeds area.</i>
Economic	Growth (GVA)	EC1	3 <i>Improved connectivity to/ from south Leeds</i>
	Sustainable growth - environmental	EC2	2 <i>Should promote modal shift</i>
Environmental	GHG	EN1	2 <i>Small CO2 reduction</i>
	Local	EN2	0 <i>Limited local environmental impacts</i>
	Physical	EN3	1 <i>Improved station access</i>



### Local Policy Objectives Met

*Improved physical environment at southern entrance.*

### Value for Money Assessment

Scheme BCR	3.3
VfM Risk	Medium
Comment	<i>Strong current BCR, but remains sensitive to cost and benefit changes.</i>

### Deliverability Assessment

#### Cost Risk

Cost	13.6	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, QRA included. Scheme development ongoing.</i>	

#### Programme Risk

Promoter start date	Q3, 10
Programme Risk	High
Comment	<i>Unrealistic programme - optimistic assumptions on approvals timescale.</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>Complex NR interface</i>

### Summary Scheme Info

Scheme Name	A6182 White Rose Way dualling
Scheme Description	Upgrade from single to dual carriageway between M18 J3 and Ladybank (~1.7km) new junctions, bridge over ECML and pedestrian and cycle facilities
Scheme Cost	15.0 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

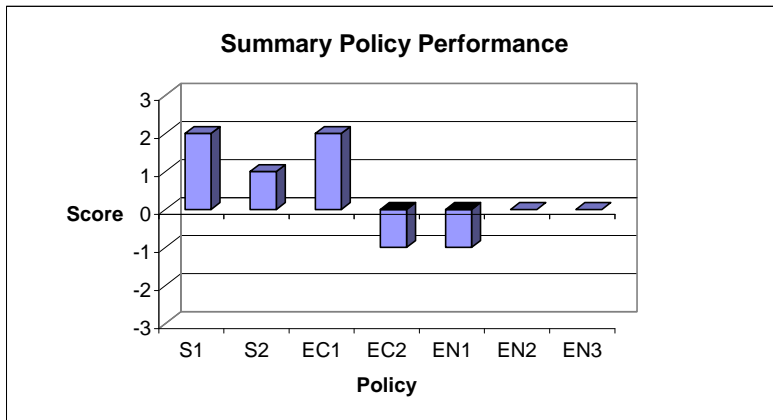
RSS Objective	RSS 3 - Sheffield RSS 1 - Transform regeneration priority areas
RTS Priority	A8 - South Yorkshire connectivity B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Congestion on the A6182 (30,000 vehicles per day) High traffic flows leading to unreliable journey times. Over capacity use leading to increased accidents. Investment in area likely to increase future traffic flows.</i>
Objectives	<i>Ease congestion on WRW and ease queuing back onto J3 M18 Improve access from the town centre and local destinations, incl. economic regeneration and job creation schemes eg. RHADS Contribute to the overall management of travel demand in Doncaster Improve environment and safety on WRW and elsewhere; Decrease local levels of deprivation by improving accessibility to jobs and allowing developments to take place.</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Increases access to jobs
	Regeneration (places)	S2	1 Improved access within corridor in RPA.
Economic	Growth (GVA)	EC1	2 Reduced journey time and increased reliability.
	Sustainable growth - environmental	EC2	-1 Road scheme with no provision for PT
Environmental	GHG	EN1	-1 Increased road use will lead to higher emissions
	Local	EN2	0 Reduction in congestion is offset by likely increased traffic.
	Physical	EN3	0 Road is in current place



### Local Policy Objectives Met

*Increases access to regeneration area to serve and promote development. Reduction of accidents on the route..*

### Value for Money Assessment

Scheme BCR	4.7
VfM Risk	Low
Comment	<i>High BCR. Robust to cost change.</i>

### Deliverability Assessment

#### Cost Risk

Cost	15.0	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>High non-RFA contribution - Funding risk.</i>	

#### Programme Risk

Promoter start date	Q4, 10
Programme Risk	High
Comment	<i>Unrealistic programme - optimistic assumptions on approvals timescale.</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	-

**Summary Scheme Info**

Scheme Name	South Yorkshire Bus Rapid Transit Phase 1 (Northern Route)
Scheme Description	<i>The BRT Northern Route connects the economic development sites in the Lower Don Valley with the urban centres of Rotherham and Sheffield.</i>
Cost	35.1 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

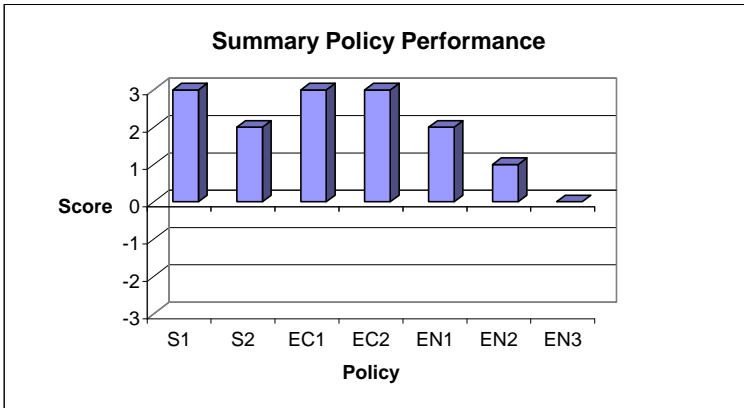
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - South Yorkshire connectivity B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Many low paid workers in Sheffield City are from Rotherham and are likely to be reliant on PT. Further residential schemes planned in Rotherham leading to increased commuting to new Sheffield-based jobs Heavy congestion at M1 J34 leading to severe delays on junction approaches. Quality and availability of transport links between the two centres suitable for economic development. River Don District developments increasing jobs and houses that need good PT links.</i>
Objectives	<i>Provide better connectivity between Rotherham and Sheffield districts Provide a step-change in the quality, capacity, reliability and availability of public transport on the wider corridor Provide an alternative to car access to major housing, employment and retail development proposals Promote transport integration between modes Improve local air quality, contribute to lower carbon emissions from transport and preserve the environment</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	3 <i>Increasing frequency, quality and service reliability increasing access to jobs.</i>
	Regeneration (places)	S2	2 <i>Improve access to both Rotherham &amp; Sheffield, and RPA on route.</i>
Economic	Growth (GVA)	EC1	3 <i>Reduction in PT journey time, mode shift to PT.</i>
	Sustainable growth - environmental	EC2	3 <i>Strong potential mode shift to public transport.</i>
Environmental	GHG	EN1	2 <i>Reduction in carbon emissions from mode shift.</i>
	Local	EN2	1 <i>Reduce car emissions in inner / central Sheffield</i>
	Physical	EN3	0 <i>New facilities, no quantified evidence given.</i>



**Local Policy Objectives Met**

*Supports regeneration of Lower Don Valley*

**Value for Money Assessment**

Scheme BCR	1.7
VfM Risk	Medium
Comment	<i>current BCR &lt; 2.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	35.1	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, QRA included. Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q1, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria</i>

### Summary Scheme Info

Scheme Name	The A61 Penistone Road Smart Route
Scheme Description	Provide quality public transport between North Sheffield (A61 corridor) and the City Centre
Scheme Cost	10.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

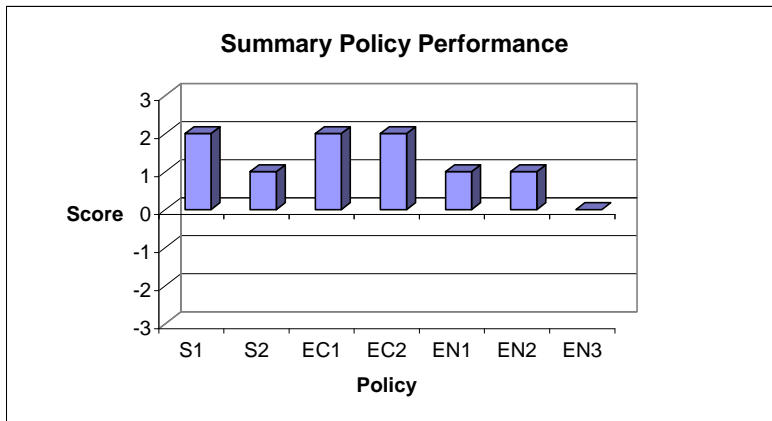
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - South Yorkshire connectivity B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Penistone road, a major arterial route into Sheffield, experiences daily congestion. Access to Upper Don Valley Strategic Regeneration Area is currently poor.</i>
Objectives	<i>Improve accessibility through and within the Upper Don Valley regeneration area Improve bus journey times and car competitiveness along the A61 corridor. Develop high-quality public transport infrastructure along the A61 corridor including walking and cycling Encourage modal shift from private to public transport. Improve access by all modes to Clay Wheels Lane.</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Reduction in JT for all users in a priority area
	Regeneration (places)	S2	1 Improved access within corridor in RPA.
Economic	Growth (GVA)	EC1	2 Improved bus freq, reduced JT on corridor, some evidence quantified, job creation
	Sustainable growth - environmental	EC2	2 Gives PT priority and increase of 12% in bus patronage
Environmental	GHG	EN1	1 Modest reduction resulting from mode-shift
	Local	EN2	1 Lower particulate emissions from busses
	Physical	EN3	0 Broadly neutral impacts



### Local Policy Objectives Met

Supports regeneration of Upper Don Valley

### Value for Money Assessment

Scheme BCR	2.3
VfM Risk	Medium
Comment	BCR above 2, but remains sensitive to cost and benefit changes.

### Deliverability Assessment

#### Cost Risk

Cost	10.3	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included. Scheme development ongoing.	

#### Programme Risk

Promoter start date	Q2, 10
Programme Risk	High
Comment	Unrealistic programme - optimistic assumptions on approvals timescale.

### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

### Summary Scheme Info

Scheme Name	East Leeds Parkway
Scheme Description	A new strategic park and ride facility to be located to the east of Leeds at Micklegate. This will be 500 spaces.
Scheme Cost	10.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

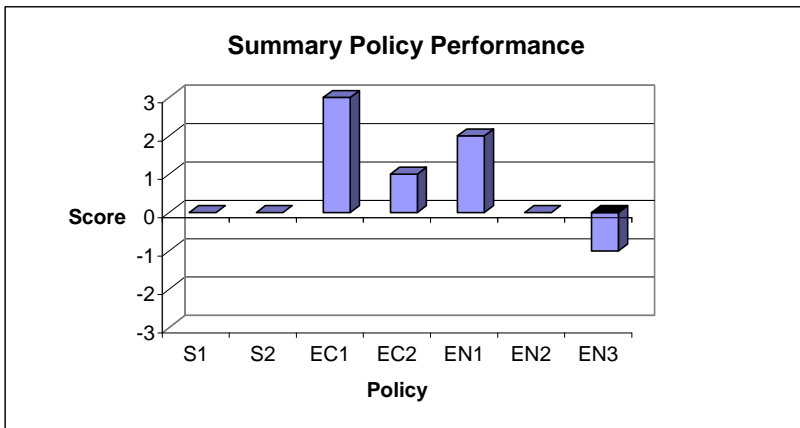
RSS Objective	RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region

### Local Problems and Objectives

Problems	<p>Increasing demand for rail</p> <p>Increasing traffic congestion affecting key radial routes into Leeds and York city centres</p> <p>Leeds to Selby/York routes suffer from overcrowding, existing services offer limited capacity for passengers</p>
Objectives	<p>Provide new park and ride option for rail trips into Leeds and York</p> <p>Provide alternative park and ride options to areas outside the region</p> <p>Reduce congestion on the strategic highway network</p> <p>Provide efficient rail service that meets demand</p> <p>Provide parking provision commensurate with the level of rail provision</p>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 Increase in access for some, but loss for others
	Regeneration (places)	S2	0 Does not provide regeneration
Economic	Growth (GVA)	EC1	3 Increased access to and capacity of rail network
	Sustainable growth - environmental	EC2	1 Achieves mode-shift
Environmental	GHG	EN1	2 Reduction resulting from mode-shift
	Local	EN2	0 No significant impact
	Physical	EN3	-1 Impact on new P&R site.



### Local Policy Objectives Met

Not applicable - no further local objectives to those captured in the regional objectives

### Value for Money Assessment

Scheme BCR	7.4
VfM Risk	Low
Comment	High BCR. Robust to cost change.

### Deliverability Assessment

#### Cost Risk

Cost	10.3	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included. Scheme development ongoing.	

#### Programme Risk

Promoter start date	Q3, 10
Programme Risk	High
Comment	Unrealistic programme - optimistic assumptions on approvals timescale.

#### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

**Summary Scheme Info**

Scheme Name	A684 Bedale, Aiskew, Leeming Bar Bypass (BALB)
Scheme Description	A single carriageway link from the A684 north of Bedale to the A684 east of Leeming Bar. Interchange with A1(M)
Cost	30.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

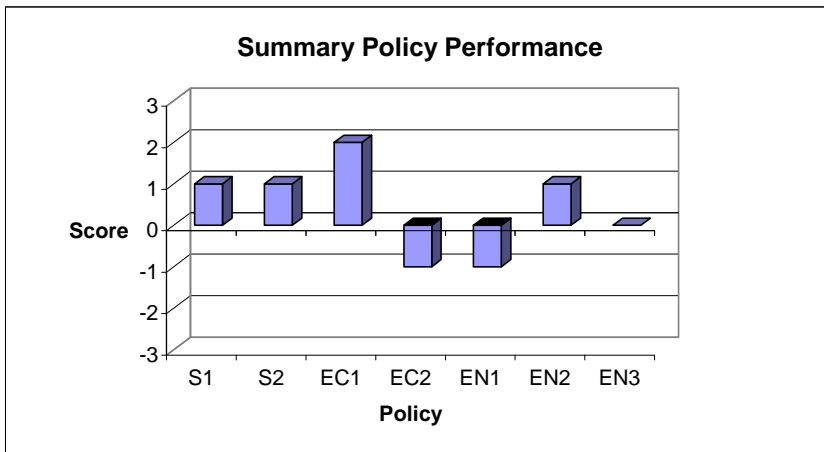
RSS Objective	RSS 1 - Transform regeneration priority areas
RTS Priority	A6 - North-South Road Links

**Local Problems and Objectives**

Problems	Safety concerns for cyclists and pedestrians on the current A684 though Bedale, Aiskew and Leeming Bar Current alignment unsuitable for high volumes of HGV traffic currently using the road Severance and congestion on the A684 on the stretch in question
Objectives	Reduce traffic in the communities bypassed by the proposed scheme Reduce environmental and road safety problems to the communities of Bedale, Aiskew and Leeming Bar Improve access from the A1(M) to the surrounding areas

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Reduction in town congestion and PT journey time, increase access to A1(M)
	Regeneration (places)	S2	1 Reduced congestion in towns
Economic	Growth (GVA)	EC1	2 Reduction in journey time and increased access to towns and A1(M)
	Sustainable growth - environmental	EC2	-1 Potential increased car use, no quantified evidence
Environmental	GHG	EN1	-1 Slight increase emissions
	Local	EN2	1 Improved air quality in towns, but negative near new road. Net improvement.
	Physical	EN3	0 Improved environment in towns, but negative impact on countryside near new road.



**Local Policy Objectives Met**

Improves the local environment by displacing traffic from towns and reduces accidents on route.

**Value for Money Assessment**

Scheme BCR	4.7
VfM Risk	Low
Comment	High BCR. Robust to cost change.

**Deliverability Assessment**

**Cost Risk**

Cost	30.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included. Some risk associated with linkage with HA A1 scheme.	

**Programme Risk**

Promoter start date	Q3, 12
Programme Risk	Low
Comment	Achievable programme

**Deliverability (showstopper) risk**

Deliverability risk	Low
Comment	-

### Summary Scheme Info

Scheme Name	Leeds City Regional Rail Growth Package
Scheme Description	Enhancement of rail park and ride offer across the Leeds City Region and the construction of two new rail stations at Kirkstall Forge and Apperley Bridge
Scheme Cost	14.2 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

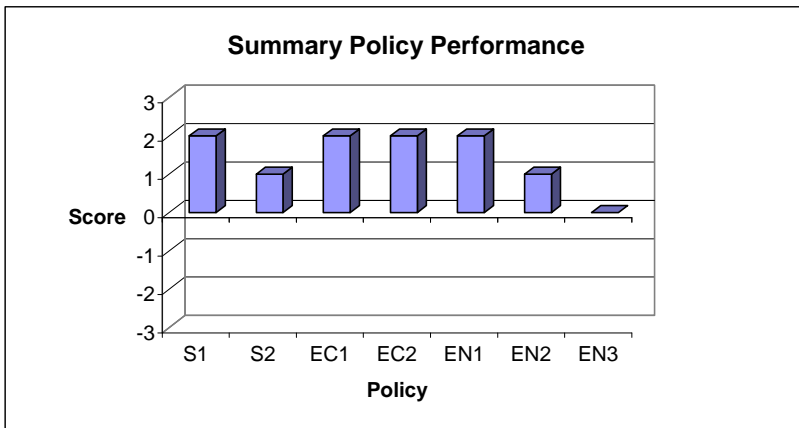
RSS Objective	RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region A5 - Transpennine rail B2 - Improve links between regional and sub-regional cities and towns

### Local Problems and Objectives

Problems	<i>Demand for rail is outpacing growth in capacity Worsening levels of congestion on many of the key radial routes into Leeds City Centre Local air quality deteriorates as a result of journeys made by private vehicles</i>
Objectives	<i>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 real alternative to the car Cater for future growth on the City Region rail network</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Provides some additional access
	Regeneration (places)	S2	1 Local impacts at new stations, but not in deprived areas.
Economic	Growth (GVA)	EC1	2 Increased access to rail network
	Sustainable growth - environmental	EC2	2 High transfer rate from car
Environmental	GHG	EN1	2 Removes vehicle kms from road from modal shift.
	Local	EN2	1 Reduction in car use
	Physical	EN3	0 No impact suspected



### Local Policy Objectives Met

Not applicable - no further local objectives to those captured in the regional objectives

### Value for Money Assessment

Scheme BCR	3.7
VfM Risk	Medium
Comment	Strong current BCR, but remains sensitive to cost and benefit changes.

### Deliverability Assessment

#### Cost Risk

Cost	14.2	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included. Scheme development ongoing.	

#### Programme Risk

Promoter start date	Q1, 10
Programme Risk	High
Comment	Unrealistic programme - optimistic assumptions on approvals timescale.

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	Scheme comprises number of individual elements

### Summary Scheme Info

Scheme Name A630 Centenary way, Rotherham  
Scheme Description *A630 Centenary Way between Canklow Road and A6178 Sheffield Road has experienced deformation so needs fully reconstructing*  
Scheme Cost 4.3 £m RFA out-turn (unadjusted promoter estimate)  
Year of Construction 2010  
Scheme Status PRE-MSBC

### Value for Money Assessment

Scheme BCR .  
VfM Risk Low  
Comment *Maintenance - no BCR provided. Strong cost effectiveness case.*

### Deliverability Assessment

#### Cost Risk

Cost 4.3 £m RFA out-turn (unadjusted promoter estimate)  
Cost Risk Low  
Comment *Maintenance - inherent lower cost risk.*

#### Programme Risk

Promoter start date Q1, 10  
Programme Risk Medium  
Comment *Maintenance - deliverable, but approvals timescale optimistic.*

### Deliverability (showstopper) risk

Deliverability risk Low  
Comment -

### Summary Scheme Info

Scheme Name A636 Denby Dale Road/ Charlesworth Way Maintenance Scheme  
Scheme Description *Reduce deformation on A636 Denby Road and Charlesworth Way as this will form part of the city's new gyratory system.*  
Scheme Cost 3.3 £m RFA out-turn (unadjusted promoter estimate)  
Year of Construction 2009  
Scheme Status PRE-MSBC

### Value for Money Assessment

Scheme BCR .  
VfM Risk Low  
Comment *Maintenance - no BCR provided. Strong cost effectiveness case.*

### Deliverability Assessment

#### Cost Risk

Cost 3.3 £m RFA out-turn (unadjusted promoter estimate)  
Cost Risk Low  
Comment *Maintenance - inherent lower cost risk.*

#### Programme Risk

Promoter start date Q4, 09  
Programme Risk Medium  
Comment *Maintenance - deliverable, but approvals timescale optimistic.*

#### Deliverability (showstopper) risk

Deliverability risk Low  
Comment -

### Summary Scheme Info

Scheme Name A639 Colorado Way/J32 M62 Exceptional Maintenance Scheme  
Scheme Description *Reduce deformation on A639 Colorado Way / Park Road and the M62 Junction 32 as this is important as it is part of the regional strategic highway network*  
Scheme Cost 4.0 £m RFA out-turn (unadjusted promoter estimate)  
Year of Construction 2009  
Scheme Status PRE-MSBC

### Value for Money Assessment

Scheme BCR .  
VfM Risk Low  
Comment *Maintenance - no BCR provided. Strong cost effectiveness case.*

### Deliverability Assessment

#### Cost Risk

Cost 4.0 £m RFA out-turn (unadjusted promoter estimate)  
Cost Risk Low  
Comment *Maintenance - inherent lower cost risk.*

#### Programme Risk

Promoter start date Q4, 09  
Programme Risk Medium  
Comment *Maintenance - deliverable, but approvals timescale optimistic.*

#### Deliverability (showstopper) risk

Deliverability risk Low  
Comment -

**Summary Scheme Info**

Scheme Name Haxby Station  
 Scheme Description *New station facilities and links to other transport modes inc. walking and cycling routes. Also line improvements to increase line speed.*  
 Scheme Cost 3.1 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2009  
 Scheme Status PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

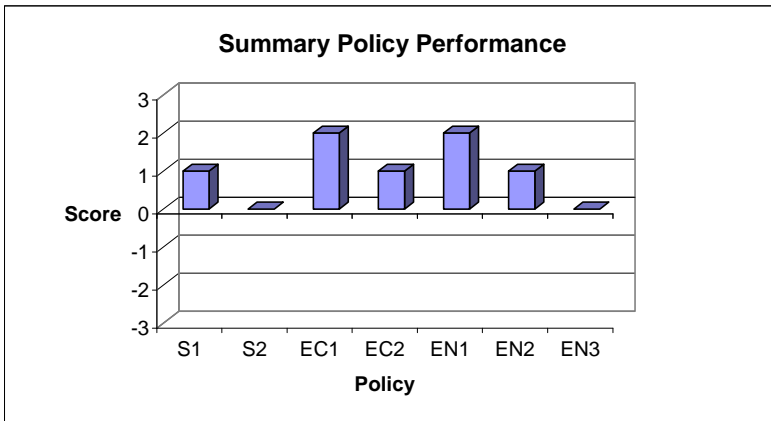
RSS Objective RSS 5 - Principal towns in rural and coastal economy  
 RSS 2 - Leeds  
 RTS Priority B5 - York City Centre  
 A7 - Leeds City Region

**Local Problems and Objectives**

Problems *Congestion on York's outer ring road  
 Poor air quality in York city centre  
 Inadequate access to city centre services and employment sites in York and Leeds  
 Poor road safety in York city centre*  
 Objectives *Tackle congestion on York's outer ring road  
 Improve access to York and Leeds for communities north of York  
 Improve air quality  
 Enhance local economies*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>PT currently available but increase in quality</i>
	Regeneration (places)	S2	0 <i>Not likely to significantly impact the area, no quantified evidence</i>
Economic	Growth (GVA)	EC1	2 <i>Reduction in JT and congestion, little quantified evidence</i>
	Sustainable growth - environmental	EC2	1 <i>Potential for modal shift, overlaps with existing PT</i>
Environmental	GHG	EN1	2 <i>Removal of car trips and vehicle kms.</i>
	Local	EN2	1 <i>Increased pedestrian space and reduced traffic</i>
	Physical	EN3	0 <i>Neutral impact on surroundings</i>



**Local Policy Objectives Met**

*Improved city centre environment through removal of cars.*

**Value for Money Assessment**

Scheme BCR 2.5  
 VfM Risk Medium  
 Comment *Latest BCR >2, but remains sensitive to cost and benefit changes.*

**Deliverability Assessment**

**Cost Risk**

Cost 3.1 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk Medium  
 Comment *Recent cost estimate, risk included. Scheme development ongoing.*

**Programme Risk**

Promoter start date Q2, 13  
 Programme Risk Medium  
 Comment *Updated programme provided with more realistic timescale.*

**Deliverability (showstopper) risk**

Deliverability risk Medium  
 Comment *Complex NR interface*

### Summary Scheme Info

Scheme Name	Wakefield Westgate Capacity Enhancement
Scheme Description	<i>A bay platform to improve performance of the local Huddersfield service, and to allow for the reintroduction of the Pontefract / Knottingley service in the future.</i>
Scheme Cost	8.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

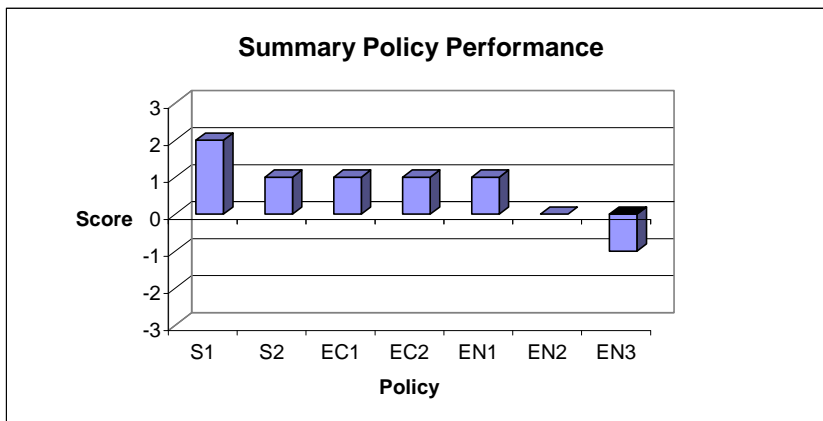
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Lack of flexibility with the operating infrastructure</i>
Objectives	<i>Bi-directional platforms to alleviate existing capacity bottlenecks Reduce delay times for all rail services Enable future opportunities for service improvements Improved access, safety and security for station platforms Provide high quality alternative to the car</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Increase in services to Westgate, link with national rail network..</i>
	Regeneration (places)	S2	1 <i>Little impact.</i>
Economic	Growth (GVA)	EC1	1 <i>Improved local services and connectivity to Wakefield.</i>
	Sustainable growth - environmental	EC2	1 <i>Some modal shift would be expected.</i>
Environmental	GHG	EN1	1 <i>Potential removal of car trips and vehicle kms.</i>
	Local	EN2	0 <i>No significant impact</i>
	Physical	EN3	-1 <i>Minor negative impact.</i>



### Local Policy Objectives Met

*Not applicable - no further local objectives to those captured in the regional objectives*

### Value for Money Assessment

Scheme BCR	3.0
VfM Risk	High
Comment	<i>Re-scoped scheme. VfM case uncertain.</i>

### Deliverability Assessment

#### Cost Risk

Cost	8.3	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	<i>Scheme being re-specified.</i>	

#### Programme Risk

Promoter start date	Q3, 10
Programme Risk	High
Comment	<i>Risk related to change of scope, revised MSBC</i>

#### Deliverability (showstopper) risk

Deliverability risk	High
Comment	<i>VfM case vulnerable</i>

**Summary Scheme Info**

Scheme Name Finningley And Rossington Regeneration Route Scheme (FARRRS)  
 Scheme Description Road from M18 J3 to RHADS with A638 connections and local access to Rossington. New crossing over ECML and improved cycle and pedestrian links.  
 Scheme Cost 82.3 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2014  
 Scheme Status PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

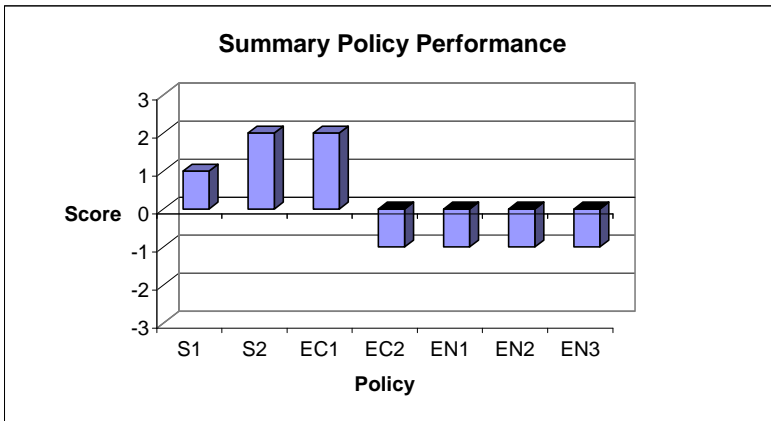
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 3 - Sheffield  
 RTS Priority A12 - Robin Hood Airport Doncaster Sheffield  
 A8 - South Yorkshire connectivity  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems Poor accessibility to Rossington and South East Doncaster  
 Poor road network is constraining regeneration and development  
 ECML level crossing constraint on traffic  
 Objectives Improve surface access to Rossington and RHADS to maximise economic development  
 Reduce travel on the wider national network  
 Improve cycle and pedestrian links  
 Encourage the transfer of goods between road, rail and air.

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Increases access to the airport and planned development sites.
	Regeneration (places)	S2	2 New link road to development in RPA.
Economic	Growth (GVA)	EC1	2 Increased access to the airport and potential for an 'inland port'
	Sustainable growth - environmental	EC2	-1 Road scheme with no provision for PT
Environmental	GHG	EN1	-1 Emissions to increase by around 10k tonnes
	Local	EN2	-1 New road will likely have adverse impact on nearby town
	Physical	EN3	-1 Will have a moderately adverse impact on the countryside



**Local Policy Objectives Met**

Serves major proposed development area.

**Value for Money Assessment**

Scheme BCR 2.6  
 VfM Risk High  
 Comment BCR above 2, but significant uncertainty about developments.

**Deliverability Assessment**

**Cost Risk**

Cost 82.3 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk High  
 Comment Uncertain funding position re developer contributions..

**Programme Risk**

Promoter start date 2014  
 Programme Risk High  
 Comment High risk

**Deliverability (showstopper) risk**

Deliverability risk High  
 Comment Reliant on development, and development funding.

**Summary Scheme Info**

Scheme Name A160 / A180 Improvements Immingham  
 Scheme Description A160: dual carriageway from junction with A180 to Immingham and junction improvements along the A160 (at grade and grade separated junctions)  
 Scheme Cost 95.5 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2013  
 Scheme Status HA OPTION DEVELOPMENT

**Fit with RSS Objectives and RTS Priorities**

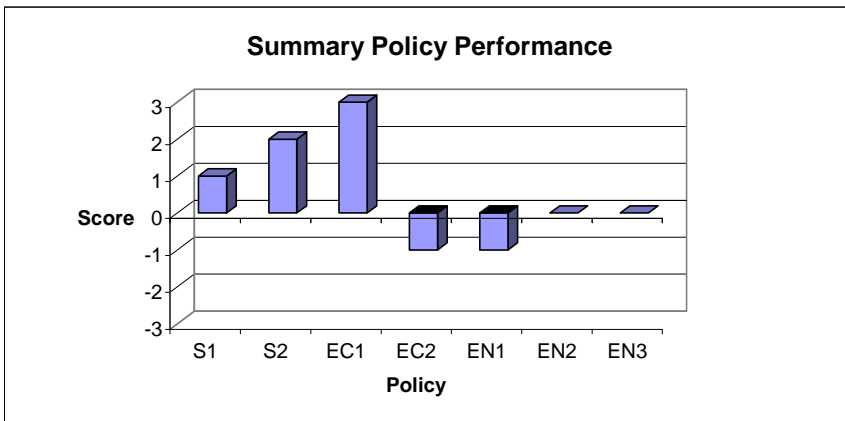
RSS Objective RSS 4 - Humber Ports  
 RTS Priority A2 - South Humber Ports  
 B1 - Connectivity between Scunthorpe, Immingham, Grimsby and Cleethorpes

**Local Problems and Objectives**

Problems *Freight traffic serving ports heavily congestion at certain sections*  
*Planned development of ports*  
 Objectives *Relieve congestion on A160*  
*Improve access to the port of Immingham*  
*Improve safety on route*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improvements will serve a port regeneration area
	Regeneration (places)	S2	2 Improved link to South Humber Ports
Economic	Growth (GVA)	EC1	3 Key freight linkage to South Humber Ports. Significant future development planned.
	Sustainable growth - environmental	EC2	-1 Improvements will encourage additional freight traffic.
Environmental	GHG	EN1	-1 Scheme will increase vehicle km's.
	Local	EN2	0 Decreases in local quality in some areas and increases in in others
	Physical	EN3	0 Some local improvements, but encourages additional car use



**Local Policy Objectives Met**

*Reduction of accidents on the route.*

**Value for Money Assessment**

Scheme BCR -  
 VfM Risk Medium  
 Comment No BCR - inherent risk

**Deliverability Assessment**

**Cost Risk**

Cost 95.5 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk High  
 Comment Early stage of option development.

**Programme Risk**

Promoter start date Q4, 13  
 Programme Risk High  
 Comment Challenging but achievable programme. Inquiry slippage risk.

**Deliverability (showstopper) risk**

Deliverability risk Medium  
 Comment VfM. Inquiry required.

### Summary Scheme Info

Scheme Name	A63 Castle Street Improvements
Scheme Description	Grade separation of Mytongate Junction with A63 plus various options - some overground, some underground.
Scheme Cost	189.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2014
Scheme Status	HA OPTION DEVELOPMENT

### Fit with RSS Objectives and RTS Priorities

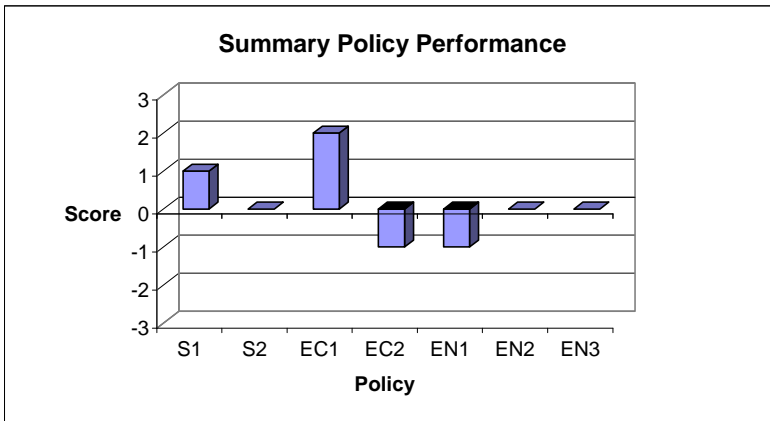
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 4 - Humber Ports
RTS Priority	A3 - Hull and port of Hull B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	A63 causes severance between the city centre and developments in the South. Pedestrian safety at junctions Bottlenecks at junctions Intermixing of local and strategic traffic
Objectives	Relieve congestion on Castle Street Improved access to port Improve safety on route Reduce severance between city centre and waterfront

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Safer route between waterfront and city centre, reducing severance.
	Regeneration (places)	S2	0 Significant regeneration potential with tunnel options only.
Economic	Growth (GVA)	EC1	2 Key freight route from Humber Ports.
	Sustainable growth - environmental	EC2	-1 Improvements will encourage additional traffic.
Environmental	GHG	EN1	-1 Scheme will increase vehicle km's.
	Local	EN2	0 Neutral impact for at-grade options.
	Physical	EN3	0 Impact will depend on preferred option.



### Local Policy Objectives Met

Reduction of accidents on the route.

### Value for Money Assessment

Scheme BCR	2.2
VfM Risk	Medium
Comment	No BCR - inherent risk

### Deliverability Assessment

#### Cost Risk

Cost	189.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	Early stage of option development.	

#### Programme Risk

Promoter start date	2014
Programme Risk	Medium
Comment	Challenging but achievable programme. Inquiry slippage risk.

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	VfM. Inquiry required.

### Summary Scheme Info

Scheme Name	Leeds New Generation Transport Phase 2
Scheme Description	High quality rapid transport electric trolleybus network on the four key radial corridors with modern accessible vehicles.
Scheme Cost	98.8 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2014
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

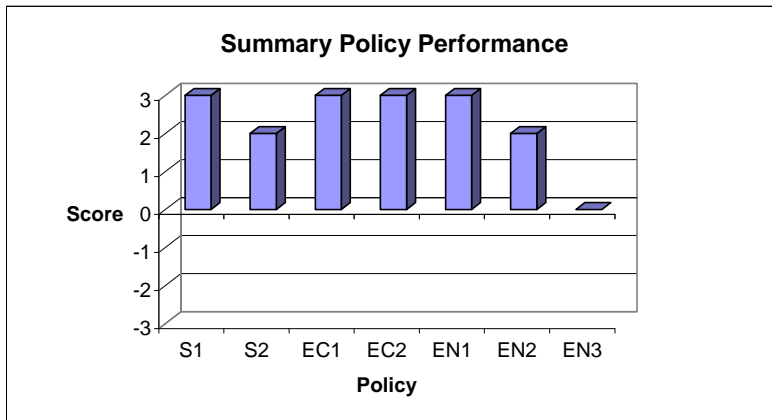
RSS Objective	RSS 2 - Leeds RSS 1 - Transform regeneration priority areas
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	Lack of capacity to accommodate peak hour trips into city Road congestion in Leeds Crowded bus services Poor bus accessibility, punctuality and reliability
Objectives	Maximise economic growth and support sustainable growth in Leeds Support and facilitate regeneration initiatives Improve public transport network Reduce CO2 emissions Enhance quality of life though providing a safe and healthy built environment

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	3 Scheme will increase [public transport accessibility
	Regeneration (places)	S2	2 Served local Regeneration Areas
Economic	Growth (GVA)	EC1	3 Strong growth potential
	Sustainable growth - environmental	EC2	3 Provides for electric PT and modal shift potential.
Environmental	GHG	EN1	3 High potential reductions, but evidence not presented
	Local	EN2	2 Electric vehicles will eliminate local emissions
	Physical	EN3	0 Broadly neutral impacts



### Local Policy Objectives Met

Supports local regeneration initiatives.

### Value for Money Assessment

Scheme BCR	3.5
VfM Risk	Medium
Comment	High BCR (network), but early stage of development.

### Deliverability Assessment

#### Cost Risk

Cost	98.8	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, risk included. Scheme development ongoing.	

#### Programme Risk

Promoter start date	2014
Programme Risk	Low
Comment	Achievable programme

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	VfM/ Funding criteria. Inquiry.

**Summary Scheme Info**

Scheme Name	A164 Humber Bridge to Beverley Route Improvement Scheme
Scheme Description	Capacity improvements to 6 roundabouts, conversion of single to dual carriageway, new off road footway/cycleway facilities
Scheme Cost	11.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

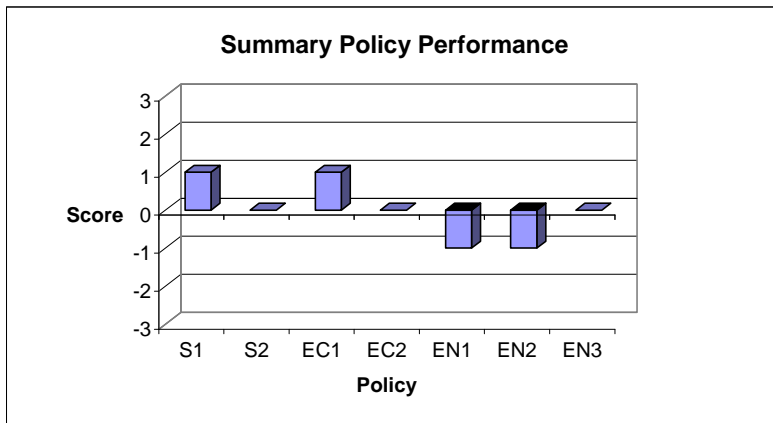
RSS Objective	RSS 5 - Principal towns in rural and coastal economy
RTS Priority	B4 - Rural and coastal principal towns C4 - Scarborough and east coast

**Local Problems and Objectives**

Problems	Traffic congestion on A164 between Humber Bridge and Beverley Forecasted traffic growth will increase congestion
Objectives	Reduce traffic congestion on A164 between Humber Bridge and Beverley Provide good link to Beverley Integrated Transport Scheme opportunities - inc P&R Improve public transport reliability provide safety benefits on A164 Promote sustainable travel and improved health Contribute to Beverley town centre economy

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Journey time reduction
	Regeneration (places)	S2	0 No impact on specific locations
Economic	Growth (GVA)	EC1	1 Journey time reduction
	Sustainable growth - environmental	EC2	0 Improved cycle and footpath network, as well as increased highway capacity.
Environmental	GHG	EN1	-1 Increased road use will lead to higher emissions
	Local	EN2	-1 Potential increase in traffic
	Physical	EN3	0 Dualling offset by cycle/footpaths



**Local Policy Objectives Met**

Reduction of accidents on the route.

**Value for Money Assessment**

Scheme BCR	5.5
VfM Risk	Low
Comment	High BCR. Robust to cost change.

**Deliverability Assessment**

**Cost Risk**

Cost	11.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, QRA included.	

**Programme Risk**

Promoter start date	Q1, 10
Programme Risk	High
Comment	Challenging but achievable

**Deliverability (showstopper) risk**

Deliverability risk	Low
Comment	Inquiry Risk

### Summary Scheme Info

Scheme Name	MSY 37 Clay Wheels Lane Improvements, Sheffield
Scheme Description	<i>A bridge over the River Don, improvements to Clay Wheels Lane, a junction on Middlewood road, facilities for public transport, cycling and walking</i>
Scheme Cost	9.5 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

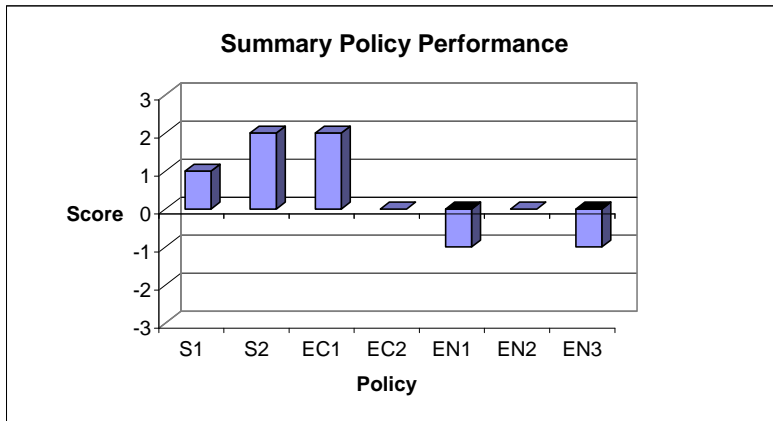
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - Improved public transport connectivity in South Yorkshire B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Upper Don Valley is a high priority regeneration area, but has poor transport links Clay Wheels Lane in a poor state and not capable for good public transport access High congestion on Penistone road and other arterials close to Clay wheels lane</i>
Objectives	<i>Enable sustainable development in the Upper Don Valley Integrate with walking and cycling, including the Upper Don Valley cycle route, with high quality interchange Allow access by all modes to the Clay Wheels Lane area Develop high-quality public transport infrastructure between Hillsborough, the Upper Don Valley and Chapelton Address existing problems of congestion, traffic volumes, air pollution and road safety in the Middlewood / Hillsborough areas</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Scheme improves a road that accesses a deprived area</i>
	Regeneration (places)	S2	2 <i>Improvement in access to regeneration zone</i>
Economic	Growth (GVA)	EC1	2 <i>Increased access to jobs in regeneration area.</i>
	Sustainable growth - environmental	EC2	0 <i>Road scheme offset by cycle/pedestrian provision</i>
Environmental	GHG	EN1	-1 <i>Road scheme likely to increase emissions</i>
	Local	EN2	0 <i>No evidence provided</i>
	Physical	EN3	-1 <i>New Bridge</i>



### Local Policy Objectives Met

*Supports regeneration of Upper Don Valley*

### Value for Money Assessment

Scheme BCR	1.9
VfM Risk	Medium
Comment	<i>current BCR &lt; 2.</i>

### Deliverability Assessment

#### Cost Risk

Cost	9.5	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

#### Programme Risk

Promoter start date	Q1, 12
Programme Risk	High
Comment	<i>Unrealistic programme</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria. Inquiry.</i>

**Summary Scheme Info**

Scheme Name	Leeds Core Cycle Network
Scheme Description	<i>A core network of 17 connected cycle routes that provide additional links complementing the existing strategic cycle network</i>
Scheme Cost	7.8 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

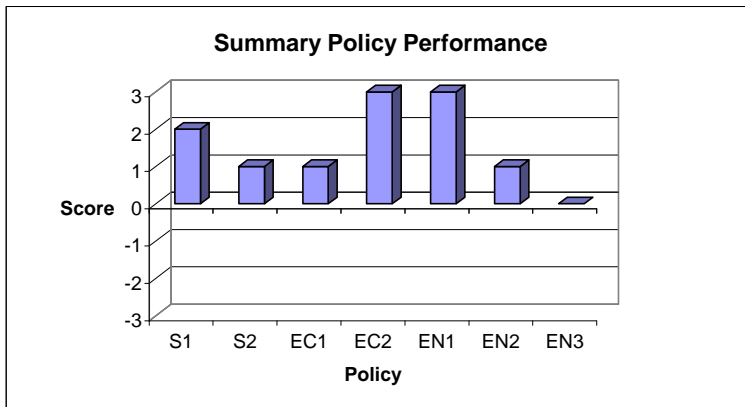
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Recent increases in accidents involving cyclists in Leeds New and potential cyclists can feel intimidated and at risk of injury Cost of physical inactivity in Leeds estimated at £123 million or £172 per head Severe congestion on traffic routes to the city centre Poor local air quality - Leeds has seven AQMAs related to traffic emissions</i>
Objectives	<i>Better quality routes and more local links to key destinations Improve connectivity by providing links missing from the current Leeds cycle network Improve access to green corridors and parks in and around Leeds Promote the advantages of cycling and new opportunities available to the whole main urban area of Leeds</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Large increase in cycle network</i>
	Regeneration (places)	S2	1 <i>Reduced traffic in city centre</i>
Economic	Growth (GVA)	EC1	1 <i>Reduced journey time &amp; congestion; reduced traffic growth</i>
	Sustainable growth - environmental	EC2	3 <i>80% increase in cycling on the routes; provided along key corridors</i>
Environmental	GHG	EN1	3 <i>Reduction in CO2 emissions from modal shift</i>
	Local	EN2	1 <i>Reduction in local and city centre traffic</i>
	Physical	EN3	0 <i>Provision mainly on-street.</i>



**Local Policy Objectives Met**

*Health benefits and reduction in emissions in sensitive areas (AQMA's).*

**Value for Money Assessment**

Scheme BCR	3.4
VfM Risk	Medium
Comment	<i>Strong current BCR, but remains sensitive to cost and benefit changes.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	7.8	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q4, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Low
Comment	<i>No inquiry required.</i>

### Summary Scheme Info

Scheme Name	Leeds City Region Tram Train - Phase 1
Scheme Description	<i>Tram-train on the Harrogate Line along with on-street running in Leeds City Centre, diversion via York Central and an extension to Leeds Bradford Airport.</i>
Scheme Cost	136.5 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2013
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

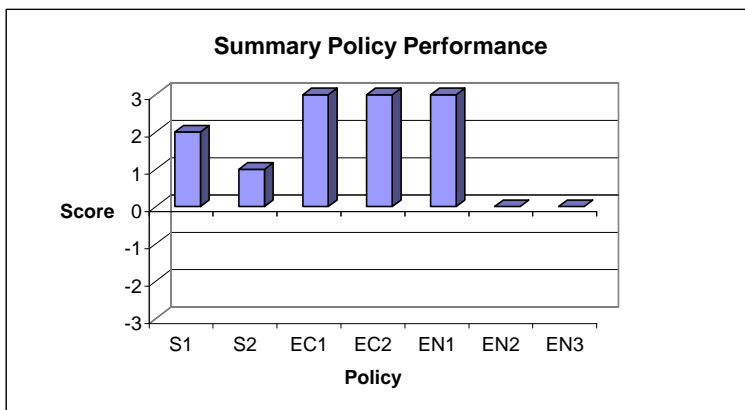
RSS Objective	RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region A11 - Leeds Bradford International Airport B2 - Improve links between regional and sub-regional cities and towns B5 - York City Centre

### Local Problems and Objectives

Problems	<i>Significant patronage growth has caused overcrowding Poor rail connectivity between Harrogate and York Existing PT service to the airport needs to be enhanced as it will be unable to cope with forecasted growth Limited competitiveness of alternative modes serving the main radial corridors to both Leeds and York from Harrogate Scope to improve city centre accessibility in Leeds and York is severely restricted</i>
Objectives	<i>Alleviate overcrowding on the route - including constraints at Leeds station and congestion in the Leeds urban area Provide a step change in service quality and connectivity - especially between Greater Harrogate and York Develop new retail markets Increase airport access Serve the various regeneration areas</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Increased access at number of existing &amp; new stops.</i>
	Regeneration (places)	S2	1 <i>Local improvement, but does not serve regeneration areas.</i>
Economic	Growth (GVA)	EC1	3 <i>Reduce HW congestion in congested corridor, PT capacity improvement</i>
	Sustainable growth - environmental	EC2	3 <i>Significant mode-shift potential</i>
Environmental	GHG	EN1	3 <i>Reduction in CO2 emissions from modal shift</i>
	Local	EN2	0 <i>No impact along train line</i>
	Physical	EN3	0 <i>No impact on line, possible impacts in city centre</i>



### Local Policy Objectives Met

*Localised regeneration benefits around new stops.*

### Value for Money Assessment

Scheme BCR	2.4
VfM Risk	Medium
Comment	<i>BCR above 2, but significant uncertainty at this stage.</i>

### Deliverability Assessment

#### Cost Risk

Cost	136.5	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	<i>Cost includes 66% risk, but early stage of scheme development. Technical issues.</i>	

#### Programme Risk

Promoter start date	Q3, 13
Programme Risk	High
Comment	<i>Challenging timescale given technical issues.</i>

#### Deliverability (showstopper) risk

Deliverability risk	High
Comment	<i>Technical feasibility, inquiry &amp; VfM.</i>

### Summary Scheme Info

Scheme Name	Brighouse Strategic Traffic Measures
Scheme Description	A number of traffic measures - junction improvements, bus lay-by and improved signalling
Scheme Cost	0.5 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2009
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

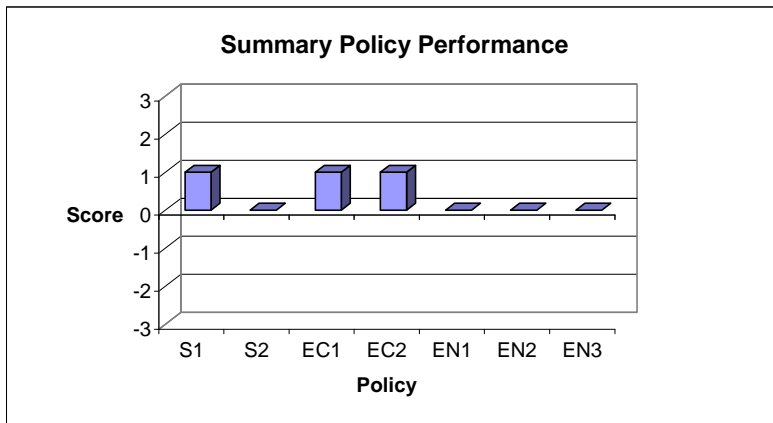
RSS Objective	RSS 1 - Transform regeneration priority areas
RTS Priority	B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	Capacity bottlenecks at junctions in Brighouse Inefficient/unnecessary vehicle travel caused by restricted access Siting/operation of pedestrian facilities and bus stops - contributes to congestion Poor/outdated traffic signalling
Objectives	Improve the efficiency of town centre roads to reduce unnecessary travel and congestion Improve journey time and reliability of bus services across Brighouse Remove obstacles to movement at Brighouse Improve the quality, safety and attractiveness of town centre

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access within town centre
	Regeneration (places)	S2	0 No impact on specific locations
Economic	Growth (GVA)	EC1	1 Reduction in JT
	Sustainable growth - environmental	EC2	1 Increases PT use
Environmental	GHG	EN1	0 Reduction not yet clear
	Local	EN2	0 Reduction not yet clear
	Physical	EN3	0 No significant impact



### Local Policy Objectives Met

Local congestion relief

### Value for Money Assessment

Scheme BCR	2.4
VfM Risk	Medium
Comment	BCR above 2, but remains sensitive to cost and benefit changes.

### Deliverability Assessment

#### Cost Risk

Cost	0.5	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	Recent cost estimate. No risk included	

#### Programme Risk

Promoter start date	Q3, 09
Programme Risk	High
Comment	Scheme £0.5m - ineligible for Major Scheme funding.

#### Deliverability (showstopper) risk

Deliverability risk	High
Comment	Scheme £0.5m - ineligible for Major Scheme funding.

### Summary Scheme Info

Scheme Name	Burr Wall Improvements
Scheme Description	<i>Proactive reconstruction of 11 walls in Calderdale which either support the highway or support land adjacent to the highway.</i>
Scheme Cost	3.8 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2009
Scheme Status	PRE-MSBC

### Value for Money Assessment

Scheme BCR	.
VfM Risk	Low
Comment	<i>Maintenance - no BCR provided. Strong cost effectiveness case.</i>

### Deliverability Assessment

#### Cost Risk

Cost	3.8	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Maintenance - inherent lower cost risk.</i>	

#### Programme Risk

Promoter start date	Q4, 09
Programme Risk	Low
Comment	<i>Maintenance - deliverable</i>

#### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

**Summary Scheme Info**

Scheme Name	Access York Phase 2: Transport capacity Improvements
Scheme Description	City wide measures to encourage modal shift through walk, pedestrian and bus priority improvements along with limited additional capacity on the ring road
Scheme Cost	37.4 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

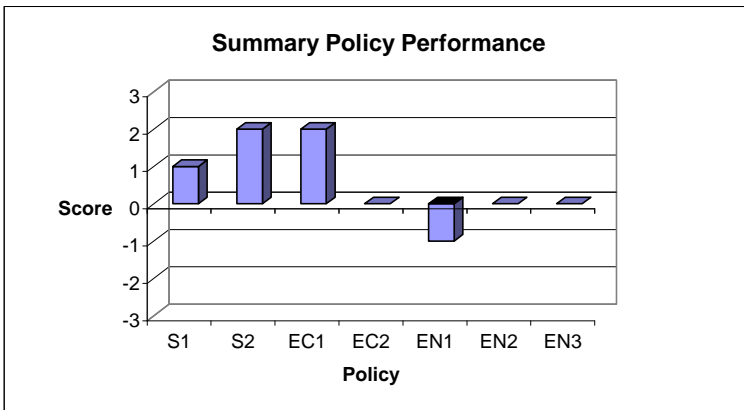
RSS Objective	RSS 5 - Principal towns in rural and coastal economy
RTS Priority	A1 - Demand Management B2 - Improve links between regional and sub-regional cities and towns B5 - York City Centre

**Local Problems and Objectives**

Problems	<i>Congestion on the ring road, main radials and city centre Poor air quality in the city centre caused by high congestion levels and historic road layout Poor access to employment and residential sites along the ring road for non-car users Safety concerns for non-motorised users crossing or using the ring road leading to severance concerns Infrastructure capacity constraints affecting RSS housing/employment allocations and York NW development</i>
Objectives	<i>Encourage modal shift Address congestion on the ring road Reduce traffic on the main radial routes Improve accessibility to employment and residential sites along the ring road for non car users Provide limited additional capacity on the ring road to accommodate the additional traffic from the allocated development,</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Improved access, including by public transport, cycle and pedestrian.
	Regeneration (places)	S2	2 Supports new development proposals.
Economic	Growth (GVA)	EC1	2 Reduction in JT
	Sustainable growth - environmental	EC2	0 Road improvements offset by cycle/pedestrian provision
Environmental	GHG	EN1	-1 Small increase in traffic
	Local	EN2	0 No significant impact
	Physical	EN3	0 No significant impact



**Local Policy Objectives Met**

*Improves access to area designated for new employment and housing.*

**Value for Money Assessment**

Scheme BCR	3.7
VfM Risk	Medium
Comment	<i>Strong current BCR, but remains sensitive to cost and benefit changes.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	37.4	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q4, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>Would be low risk if Inquiry not required.</i>

### Summary Scheme Info

Scheme Name	A638 Bawtry Road from Hurst Lane to Stoops Lane
Scheme Description	<i>Maintenance scheme to recover damage caused to the road as other proposed schemes take place (eg. major works on the A6182 diverting traffic to A638).</i>
Scheme Cost	2.7 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

### Value for Money Assessment

Scheme BCR	.
VfM Risk	Low
Comment	<i>Maintenance - no BCR provided. Strong cost effectiveness case.</i>

### Deliverability Assessment

#### Cost Risk

Cost	2.7	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Maintenance - inherent lower cost risk.</i>	

#### Programme Risk

Promoter start date	Q1, 10
Programme Risk	Low
Comment	<i>Maintenance - deliverable</i>

#### Deliverability (showstopper) risk

Deliverability risk	Low
Comment	-

**Summary Scheme Info**

Scheme Name                   Barnsley Cycle Network  
 Scheme Description        *Infrastructure to provide new & improved cycle routes and facilities. Also cycle training opportunities and targeted marketing*  
 Scheme Cost                               12.2 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction        2011  
 Scheme Status                            PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

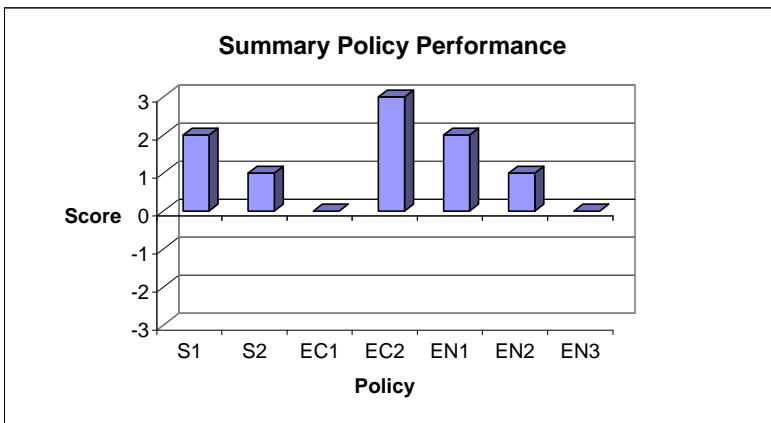
RSS Objective                RSS 1 - Transform regeneration priority areas  
 RTS Priority                    B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems                    *Congestion on Barnsley's road network  
 Reliance on car use in the area  
 Poor accessibility  
 Poor air quality and health issues  
 Road safety problems*  
 Objectives                   *Increase cycling levels  
 Improve accessibility by sustainable transport modes  
 Reduce congestion through modal shift  
 Improve air quality  
 Improve public health*

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improved access to work, education and leisure.</i>
	Regeneration (places)	S2	1 <i>Reduced traffic in centre</i>
Economic	Growth (GVA)	EC1	0 <i>Limited impact, no evidence presented</i>
	Sustainable growth - environmental	EC2	3 <i>Cycle facilities upgraded</i>
Environmental	GHG	EN1	2 <i>Likely reduction in car use. No quantified evidence.</i>
	Local	EN2	1 <i>Likely reduction in car use</i>
	Physical	EN3	0 <i>Cycle and footpath improvements</i>



**Local Policy Objectives Met**

*Health benefits and reduction in local emissions.*

**Value for Money Assessment**

Scheme BCR                   .  
 VfM Risk                    High  
 Comment                    *No BCR - inherent risk.*

**Deliverability Assessment**

**Cost Risk**

Cost                               12.2                               £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk                    Medium  
 Comment                    *Recent cost estimate, risk included. Scheme development ongoing. Unclear funding position.*

**Programme Risk**

Promoter start date        Q2, 11  
 Programme Risk            Medium  
 Comment                    *Challenging but achievable*

**Deliverability (showstopper) risk**

Deliverability risk        Medium  
 Comment                    *VfM, Need to ensure MSBC compliant.*

**Summary Scheme Info**

Scheme Name	A628 HoylandSwaine Bypass Exceptional Maintenance Scheme
Scheme Description	<i>Maintenance of the A628 which provides strategic access from the M1 to the A616(T) and A628(T)</i>
Scheme Cost	3.4 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PRE-MSBC

**Value for Money Assessment**

Scheme BCR	.
VfM Risk	Low
Comment	<i>Maintenance - no BCR provided. Strong cost effectiveness case.</i>

**Deliverability Assessment****Cost Risk**

Cost	3.4	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Maintenance - inherent lower cost risk.</i>	

**Programme Risk**

Promoter start date	Q1, 11
Programme Risk	Low
Comment	<i>Maintenance - deliverable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Low
Comment	-

**Summary Scheme Info**

Scheme Name	Low Moor New Rail Station
Scheme Description	<i>A new rail station at Low Moor on the Calderdale Line located between Bradford Interchange and Halifax with 125 space car park.</i>
Scheme Cost	5.6 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

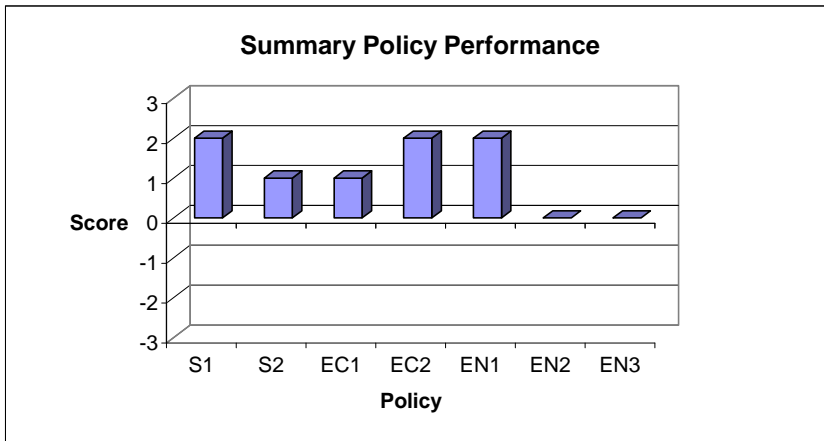
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Congestion on major radial routes Over crowding on current rail network and continued growth forecasted</i>
Objectives	<i>Improve accessibility to City Region's rail network Increase attractiveness of rail for all journeys Tackle congestion in major centres and main corridors</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Increases access to Leeds and Bradford</i>
	Regeneration (places)	S2	1 <i>Localised regeneration.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in JT but does not open new journey opportunities</i>
	Sustainable growth - environmental	EC2	2 <i>Mode-shift and sustainable connections</i>
Environmental	GHG	EN1	2 <i>Forecast CO2 emissions reduction.</i>
	Local	EN2	0 <i>No significant impact</i>
	Physical	EN3	0 <i>No significant impact</i>



**Local Policy Objectives Met**

*Local accessibility benefits*

**Value for Money Assessment**

Scheme BCR	2.1
VfM Risk	Medium
Comment	<i>BCR above 2, but remains sensitive to cost and benefit changes.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	5.6	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q4, 11
Programme Risk	High
Comment	<i>Unrealistic programme</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria. Inquiry.</i>

**Summary Scheme Info**

Scheme Name	Low Carbon Demonstration Project
Scheme Description	<i>Introduction of a Low Carbon Demonstration Zone centred around hybrid-buses, but also including other measures to change travel behaviour.</i>
Scheme Cost	4.1 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

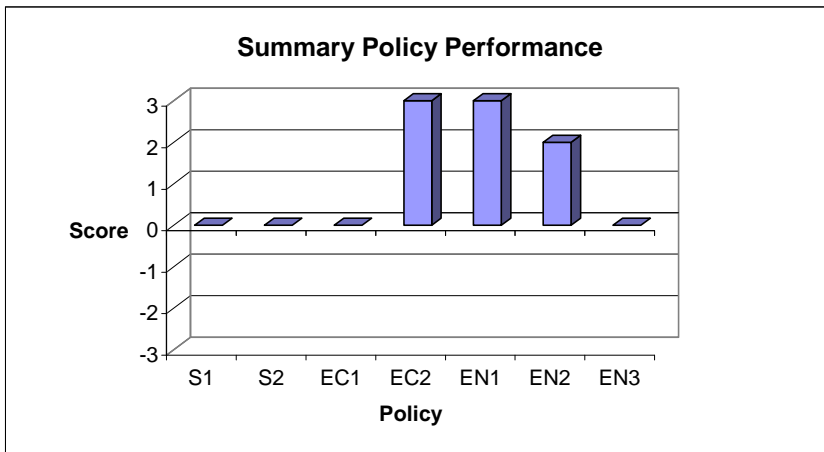
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Increasing concentrations of CO2 in the atmosphere</i>
Objectives	<i>Reduce CO2 emissions and assist in achieving the region's objectives to reduce GHGs Establish what configurations of PT provision (particularly bus) are needed to create a low carbon zone Establish what types of additional measures can add value to greening a bus fleet</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	0 Location not yet chosen
	Regeneration (places)	S2	0 Location not yet chosen
Economic	Growth (GVA)	EC1	0 No direct effect on travel costs.
	Sustainable growth - environmental	EC2	3 Smarter Choices component
Environmental	GHG	EN1	3 Significant reduction in CO2
	Local	EN2	2 Lower emissions from buses and cars.
	Physical	EN3	0 No impacts



**Local Policy Objectives Met**

*Health benefits from smarter choices element.*

**Value for Money Assessment**

Scheme BCR	.
VfM Risk	Medium
Comment	<i>No BCR - inherent risk. Demonstration project - lower threshold.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	4.1	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Early stage of development.</i>	

**Programme Risk**

Promoter start date	Q2, 10
Programme Risk	High
Comment	<i>Unrealistic programme</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>Early stage of development.</i>

### Summary Scheme Info

Scheme Name	Sheffield Supertram additional vehicles
Scheme Description	<i>Buy 4 Tram units to operate on the most congested segments of the existing network improving capacity, frequency and service attractiveness.</i>
Scheme Cost	14.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

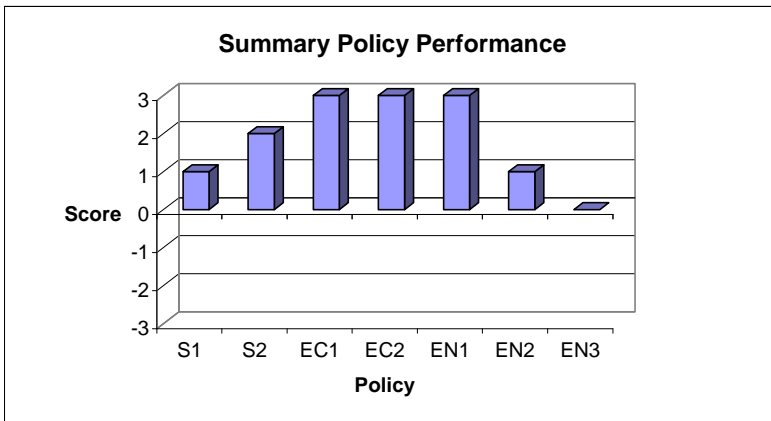
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - South Yorkshire connectivity B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Overcrowding at peak times on supertram Further overcrowding on the afternoon peak after free OAP travel after 9:00am Reduction in city parking spaces will increase tram use Increase in jobs will increase commuting.</i>
Objectives	<i>Meeting and exceeding LTP2 patronage targets for Supertram growth; Preventing the existing rate of successful patronage growth from tailing off; Ensuring that we are making best use of our existing assets and investments; Ensure Sheffield City Centre is the key driver of the City Region's sustainable growth</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increased frequency and capacity, but existing route.</i>
	Regeneration (places)	S2	2 <i>Provides additional capacity into Sheffield City Centre.</i>
Economic	Growth (GVA)	EC1	3 <i>Relief of capacity constraint into Sheffield centre.</i>
	Sustainable growth - environmental	EC2	3 <i>Likely increase in Supertram ridership / decrease in vehicle kms</i>
Environmental	GHG	EN1	3 <i>Mode shift to tram</i>
	Local	EN2	1 <i>Mode shift</i>
	Physical	EN3	0 <i>No impact</i>



### Local Policy Objectives Met

*Not applicable - no further local objectives to those captured in the regional objectives*

### Value for Money Assessment

Scheme BCR	2.1
VfM Risk	Medium
Comment	<i>BCR above 2, but remains sensitive to cost and benefit changes.</i>

### Deliverability Assessment

#### Cost Risk

Cost	14.3	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Low	
Comment	<i>Prudent cost estimate.</i>	

#### Programme Risk

Promoter start date	Q3, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria.</i>

**Summary Scheme Info**

Scheme Name	INTEGR8 (Phase 1)
Scheme Description	A BRT network for South Yorkshire, with phase 1 being paired strategic Park & Ride sites for Sheffield and Doncaster.
Scheme Cost	49.2 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2013
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

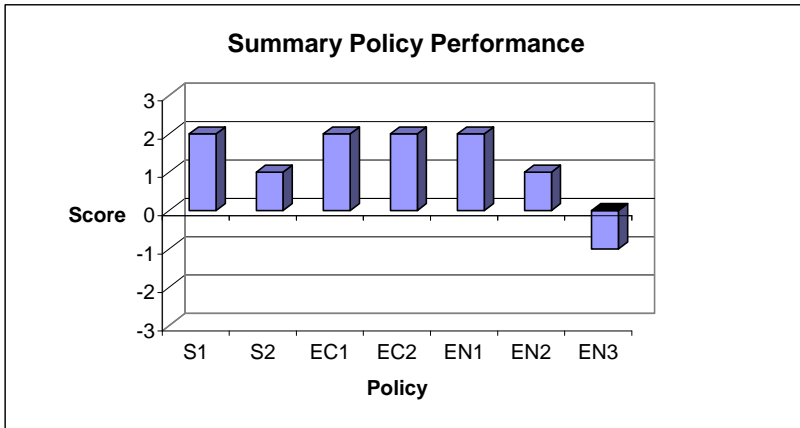
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 3 - Sheffield
RTS Priority	A8 - South Yorkshire connectivity B2 - Improve links between regional and sub-regional cities and towns

**Local Problems and Objectives**

Problems	<i>Bottlenecks caused by increased car use on a constrained network. If PT not improved region will suffer from increased congestion and outward skills migration Further transport links are needed in order to ensure that the region's economic growth is sustained</i>
Objectives	<i>Provide vastly improved public transport links between the four urban centres of South Yorkshire; Encourage modal shift from the private car to public transport; A reduction in person delay, particularly for bus users; The facilitation and support of employment and housing growth for the South Yorkshire region</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved access to P&R sites
	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**

*Improved town centre environment from removal of cars*

**Value for Money Assessment**

Scheme BCR	2.0
VfM Risk	High
Comment	BCR estimate - not calculation. Inherent risk.

**Deliverability Assessment**

**Cost Risk**

Cost	49.2	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	<i>Uncertainty re land costs</i>	

**Programme Risk**

Promoter start date	Q4, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>VfM / Scheme definition / Cost / MSBC uncertainty.</i>

**Summary Scheme Info**

Scheme Name Traffic Light Priorities  
 Scheme Description Priority traffic light scheme for buses in South and West Yorkshire.  
 Scheme Cost 13.9 £m RFA out-turn (unadjusted promoter estimate)  
 Year of Construction 2010  
 Scheme Status PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

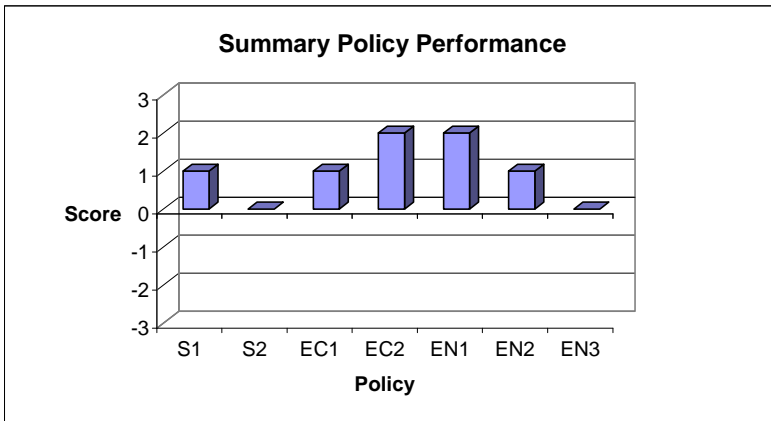
RSS Objective RSS 1 - Transform regeneration priority areas  
 RSS 2 - Leeds  
 RTS Priority A7 - Leeds City Region  
 B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems Accessibility for PT  
 Heavy congestion on many routes  
 Road safety and air quality issues  
 Management of key assets  
 Objectives Improve journey time reliability  
 Generate new revenue on the back of faster journey times  
 Replace DT120 units with DT330  
 Expand the bus priority network  
 Add additional capabilities - such as next stop announcements to increase PT quality

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 Reduced JT and increased reliability
	Regeneration (places)	S2	0 Marginal impact on specific locations
Economic	Growth (GVA)	EC1	1 Reduced public transport journey times in key centres.
	Sustainable growth - environmental	EC2	2 Mode shift from car, increased PT reliability
Environmental	GHG	EN1	2 Forecast CO2 emissions reduction.
	Local	EN2	1 Mode shift reduces local emissions
	Physical	EN3	0 No impact



**Local Policy Objectives Met**

Improved town centre environment from reduced traffic.

**Value for Money Assessment**

Scheme BCR 2.2  
 VfM Risk Medium  
 Comment BCR above 2, but remains sensitive to cost and benefit changes.

**Deliverability Assessment**

**Cost Risk**

Cost 13.9 £m RFA out-turn (unadjusted promoter estimate)  
 Cost Risk Medium  
 Comment Cost includes 66% risk, but early stage of scheme development.

**Programme Risk**

Promoter start date Q1, 10  
 Programme Risk High  
 Comment Unrealistic programme

**Deliverability (showstopper) risk**

Deliverability risk Medium  
 Comment VfM/ Funding criteria.

**Summary Scheme Info**

Scheme Name	Electrification between Halifax and Selby/York via Bradford Interchange and Leeds
Scheme Description	<i>The proposal would create an electrified route between Halifax and York/Selby via Bradford Interchange and Leeds.</i>
Scheme Cost	174.2 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2013
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

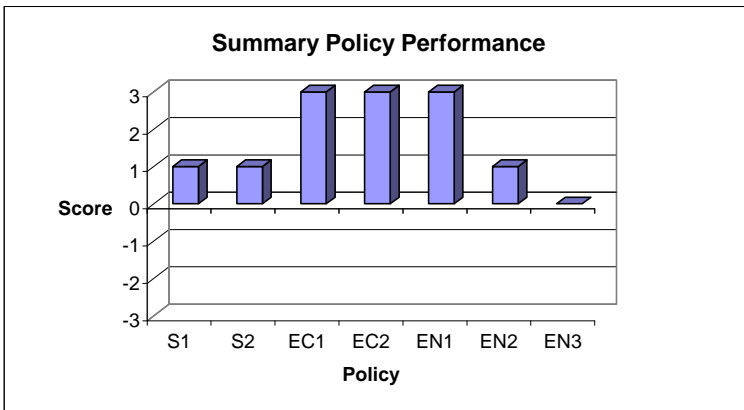
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B2 - Improve links between regional and sub-regional cities and towns B5 - York City Centre

**Local Problems and Objectives**

Problems	<i>Overcrowding on the rail network and poor network efficiency Little availability of diversionary routes Quality of journey experience poor Poor harmonisation of rolling stock fleet Increased attractiveness of the alternative modes</i>
Objectives	<i>Reduce road congestion and overcrowding on the railways Reduce journey times and deliver a step change in rail service quality Reduce operating costs Introduce better resiliency into the timetable Lower emissions at point of use</i>

**Regional Policy Fit**

Criteria	Sub-Criteria		Rationale
Social	Accessibility (people)	S1	1 Reduction in JT, but to locations with existing service.
	Regeneration (places)	S2	1 Improves the quality of PT to key centres.
Economic	Growth (GVA)	EC1	3 Reduced journey time and increased quality of services.
	Sustainable growth - environmental	EC2	3 Mode shift, increased capacity and frequency and reduced congestion
Environmental	GHG	EN1	3 Reduction from modal shift and cleaner trains
	Local	EN2	1 Electric trains produce lower local emissions.
	Physical	EN3	0 No physical impacts



**Local Policy Objectives Met**

None - Strategic Scheme

**Value for Money Assessment**

Scheme BCR	2.0
VfM Risk	High
Comment	<i>BCR above 2, but significant uncertainty at this stage.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	174.2	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	High	
Comment	<i>Cost includes 66% risk, but early stage of scheme development.</i>	

**Programme Risk**

Promoter start date	Q4, 13
Programme Risk	High
Comment	<i>Challenging, given scale of project.</i>

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria.</i>

### Summary Scheme Info

Scheme Name	Horsforth Woodside Railway Station
Scheme Description	<i>A new station at Horsforth Woodside with a park and ride facility.</i>
Scheme Cost	12.9 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2014
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

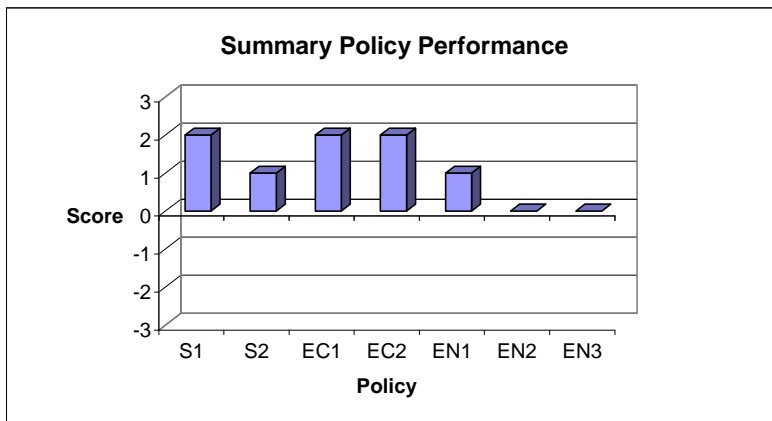
RSS Objective	RSS 2 - Leeds
RTS Priority	A4 - North-south rail links A7 - Leeds City Region

### Local Problems and Objectives

Problems	<i>New developments in area will increase transport demand Car parking constraints for rail stations Overcrowding on rail network Alternatives to car unattractive Feasibility with current timetable</i>
Objectives	<i>Increase park and ride spaces at rail stations on the Harrogate Line Improve accessibility to Leeds from North West Provide high quality public transport option for residents/employees at adjacent development site Reduce reliance on car as a mode of access to the development Tackle congestion in Leeds and main corridors.</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>New station provided improved PT accessibility.</i>
	Regeneration (places)	S2	1 <i>Localised regeneration.</i>
Economic	Growth (GVA)	EC1	2 <i>Potential additional capacity into Leeds through P&amp;R.</i>
	Sustainable growth - environmental	EC2	2 <i>Potential mode shift and reduced car vehicle km..</i>
Environmental	GHG	EN1	1 <i>Reduction in CO2 emissions from P&amp;R.</i>
	Local	EN2	0 <i>No impact along train line</i>
	Physical	EN3	0 <i>No significant impact</i>



### Local Policy Objectives Met

*Supports planned housing development adjacent to station.*

### Value for Money Assessment

Scheme BCR	2.0
VfM Risk	Medium
Comment	<i>BCR above 2, but remains sensitive to cost and benefit changes.</i>

### Deliverability Assessment

#### Cost Risk

Cost	12.9	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Cost includes 66% risk, but early stage of scheme development.</i>	

#### Programme Risk

Promoter start date	Q4, 14
Programme Risk	Low
Comment	<i>Achievable programme</i>

### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria.</i>

### Summary Scheme Info

Scheme Name	Rail station CCTV network
Scheme Description	<i>The installation of a high quality network of CCTV cameras and associated Help points at all West Yorkshire rail stations operated by network rail</i>
Scheme Cost	5.9 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

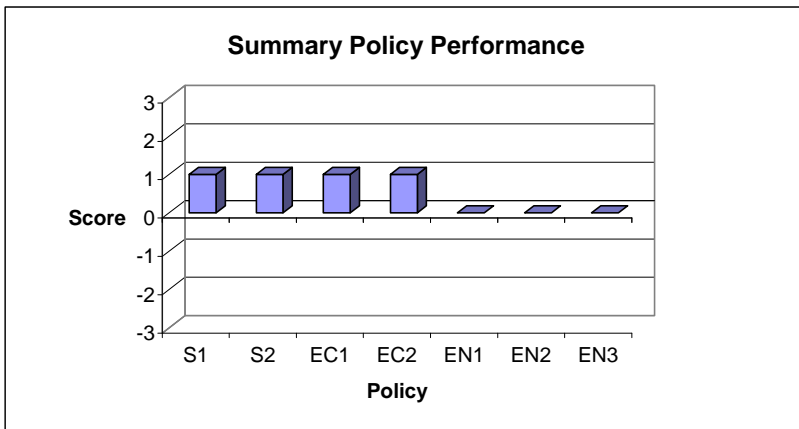
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A4 - North-south rail links A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>High number of crimes at West Yorkshire stations Poor existing security measures</i>
Objectives	<i>High level of passenger and staff security at all rail stations in West Yorkshire Increased detection and reduced instances of crimes and anti-social behaviour at all stations. Provide Metro and its partners with high quality information to deal with major incidents</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Removes constraint to transport use - greater real / perceived security.</i>
	Regeneration (places)	S2	1 <i>Localised regeneration though improved safety.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduces the cost of crime and increases trips</i>
	Sustainable growth - environmental	EC2	1 <i>May increase PT usage.</i>
Environmental	GHG	EN1	0 <i>No impact</i>
	Local	EN2	0 <i>No impact</i>
	Physical	EN3	0 <i>No impact</i>



### Local Policy Objectives Met

*Improves the real and perceived safety and security of public transport*

### Value for Money Assessment

Scheme BCR	1.9
VfM Risk	Medium
Comment	<i>current BCR &lt; 2.</i>

### Deliverability Assessment

#### Cost Risk

Cost	5.9	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Cost includes 66% risk, but early stage of scheme development.</i>	

#### Programme Risk

Promoter start date	Q1, 12
Programme Risk	High
Comment	<i>Unrealistic programme</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM/ Funding criteria.</i>

**Summary Scheme Info**

Scheme Name	Pontefract Monkhill Station Interchange
Scheme Description	<i>Redevelopment of the Pontefract Monkhill station and provision of a new bus/cycle/pedestrian-only link road.</i>
Scheme Cost	4.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

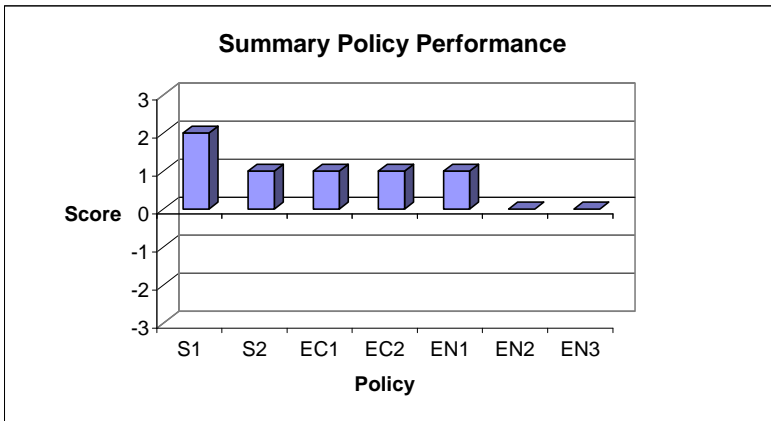
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Station environment poor and uninviting No direct bus services and poor pedestrian links to rail station High levels of congestion in the surrounding area New housing developments planned in area</i>
Objectives	<i>Improve attractiveness of public transport to retain existing and encourage new users Provide viable public transport alternative to the car Improve pedestrian, cycling and bus access to the rail station Enable a seamless public transport interchange Improve the safety and security of people using the rail station</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Reduces JT eases access to station</i>
	Regeneration (places)	S2	1 <i>Improved public realm around station.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduces congestion and JT savings</i>
	Sustainable growth - environmental	EC2	1 <i>Mode shift and removal of vehicle kms</i>
Environmental	GHG	EN1	1 <i>Reduction from modal shift.</i>
	Local	EN2	0 <i>Limited impact.</i>
	Physical	EN3	0 <i>No significant impact</i>



**Local Policy Objectives Met**

*Improves the real and perceived safety and security in and around station.*

**Value for Money Assessment**

Scheme BCR	1.3
VfM Risk	High
Comment	<i>current BCR &lt; 1.5.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	4.3	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Cost includes risk &amp; OB, but early stage of scheme development.</i>	

**Programme Risk**

Promoter start date	Q3, 11
Programme Risk	High
Comment	<i>Unrealistic programme</i>

**Deliverability (showstopper) risk**

Deliverability risk	High
Comment	<i>VfM risk.</i>

### Summary Scheme Info

Scheme Name	North Wakefield Gateway
Scheme Description	<i>Park and ride site, one way gyratory system, new bus stops and pedestrian realm.</i>
Scheme Cost	7.6 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

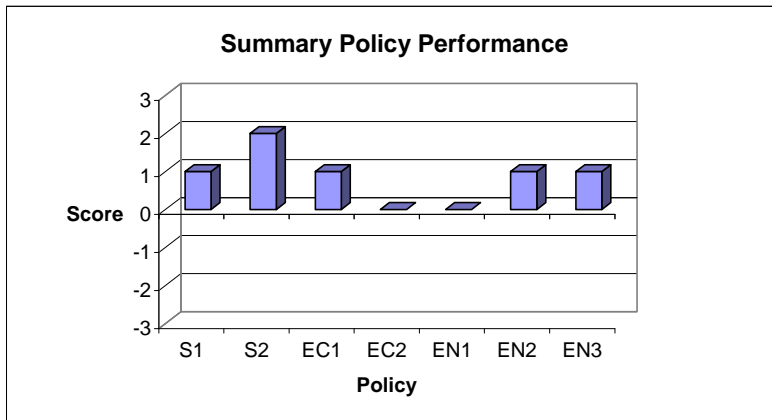
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Congestion on major arterial routes in Wakefield Bus journey reliability is poor Regeneration projects will increase number of car journeys Reduction in city parking supply</i>
Objectives	<i>Provision of parking and drop off for three large educational establishments Improve accessibility to existing and new developments in the city centre and business park Enable sustainable development in the city centre and release developable plots Alleviate congestion and improve traffic flows Encourage modal shift</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Increased access to town centre</i>
	Regeneration (places)	S2	2 <i>Improved pedestrian realm</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in delays into Wakefield.</i>
	Sustainable growth - environmental	EC2	0 <i>Road improvements offset by bus / pedestrian provision</i>
Environmental	GHG	EN1	0 <i>No significant reduction in emissions</i>
	Local	EN2	1 <i>Reduced congestion and improved crossings</i>
	Physical	EN3	1 <i>Improved town centre environment.</i>



### Local Policy Objectives Met

*Improved access to local developments, and improved parking access at local educational facilities,*

### Value for Money Assessment

Scheme BCR	17.0
VfM Risk	Low
Comment	<i>High BCR. Robust to cost change.</i>

### Deliverability Assessment

#### Cost Risk

Cost	7.6	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Cost includes risk.</i>	

#### Programme Risk

Promoter start date	Q1, 12
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>Inquiry required.</i>

### Summary Scheme Info

Scheme Name	Connecting Airedale Phase 1: Shipley-Bradford Corridor Transport Improvements - Shipley Town Centre
Scheme Description	<i>Better road links, bus and rail transport and local access in the Shipley area.</i>
Scheme Cost	12.8 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2011
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

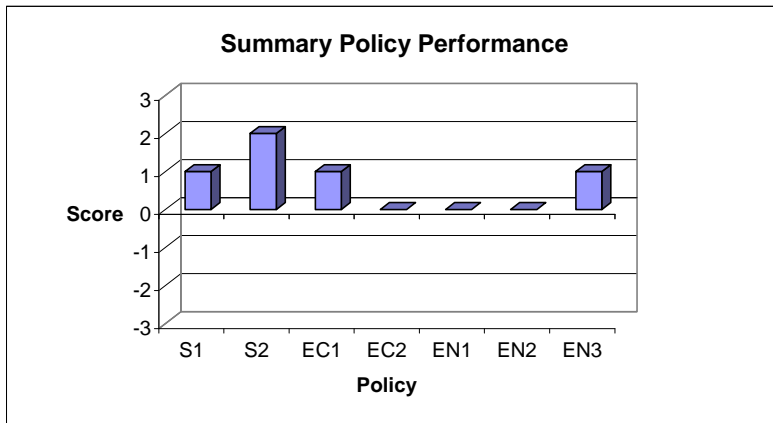
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B2 - Improve links between regional and sub-regional cities and towns B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>Demographic issues including social deprivation and low car ownership Peak period traffic congestion Poor pedestrian provision in Shipley Buses delayed by traffic congestion</i>
Objectives	<i>Address bottlenecks on strategic highway Multi-modal transport network to service additional demand from committed housing and employment developments Reduce congestion and achieve better management of traffic flows through Shipley Improve passenger facilities at the four rail stations. Improve access to interchanges in Shipley area</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Improved journey time, and improved access to Station.</i>
	Regeneration (places)	S2	2 <i>Improvement through reduced traffic to Shipley / Saltaire.</i>
Economic	Growth (GVA)	EC1	1 <i>Reduction in congestion to cars and buses.</i>
	Sustainable growth - environmental	EC2	0 <i>Neutral impact.</i>
Environmental	GHG	EN1	0 <i>No impact</i>
	Local	EN2	0 <i>Minor impact.</i>
	Physical	EN3	1 <i>Improved quality of local access to rail and reduced emissions from congestion..</i>



### Local Policy Objectives Met

*Improved pedestrian environment and access. Improved access to Saltaire.*

### Value for Money Assessment

Scheme BCR	2.0
VfM Risk	Medium
Comment	<i>BCR above 2, but remains sensitive to cost and benefit changes.</i>

### Deliverability Assessment

#### Cost Risk

Cost	12.8	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

#### Programme Risk

Promoter start date	Q1, 11
Programme Risk	High
Comment	<i>Unrealistic programme</i>

#### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM. Inquiry required.</i>

### Summary Scheme Info

Scheme Name	Connecting Airedale Phase 2: Shipley-Bradford Corridor Transport Improvements - Manningham Station
Scheme Description	<i>The reopening of the former rail station at Manningham to enable greater access to the area and improve public transport links.</i>
Scheme Cost	7.4 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2012
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

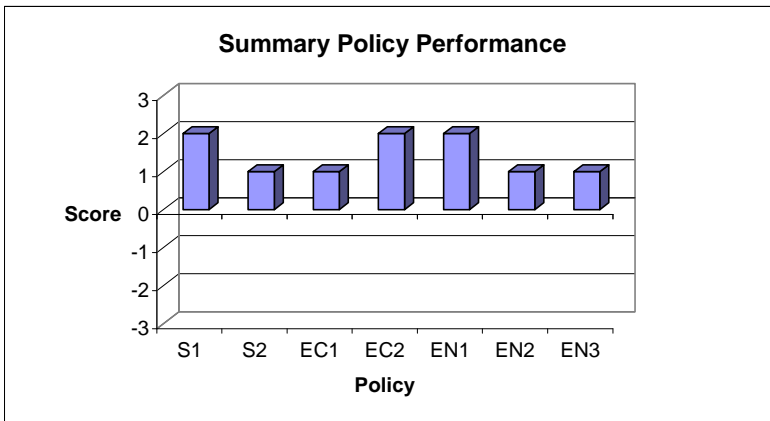
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>High congestion levels Poor pedestrian links High levels of social deprivation and associated low car ownership Bus delays on network Gap in rail network accessibility</i>
Objectives	<i>Improve access to jobs and services in Bradford and Leeds Provide a high quality public transport option Reduce reliance on cars</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 <i>Improved local accessibility to new station.</i>
	Regeneration (places)	S2	1 <i>Localised improvement</i>
Economic	Growth (GVA)	EC1	1 <i>Improved access to rail services into Leeds.</i>
	Sustainable growth - environmental	EC2	2 <i>Reduction in vehicle kms</i>
Environmental	GHG	EN1	2 <i>Reduction in vehicle kms</i>
	Local	EN2	1 <i>Mode shift reduces car emissions</i>
	Physical	EN3	1 <i>Physical improvement around stations.</i>



### Local Policy Objectives Met

*Localised regeneration around station.*

### Value for Money Assessment

Scheme BCR	2.2
VfM Risk	Medium
Comment	<i>BCR above 2, but remains sensitive to cost and benefit changes.</i>

### Deliverability Assessment

#### Cost Risk

Cost	7.4	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

#### Programme Risk

Promoter start date	Q4, 12
Programme Risk	Medium
Comment	<i>Challenging</i>

### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>VfM. Inquiry required.</i>

**Summary Scheme Info**

Scheme Name	Connecting Airedale Phase 3: Shipley-Bradford Corridor - Canal Road Dualling & A650 QBC (South)
Scheme Description	Highway improvements to canal road and bus priority measure on the A650 Quality bus corridor.
Scheme Cost	34.4 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2013
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

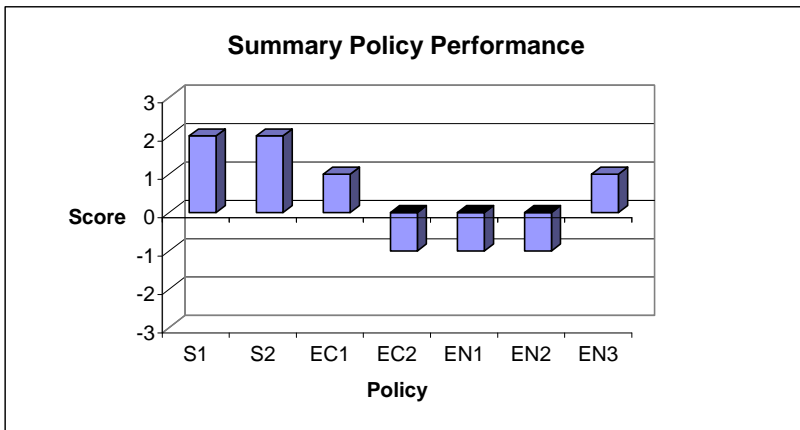
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	Road Congestion on network Demographic issues including low car ownership Constrained opportunities for new development sites Bus delays in congested areas
Objectives	Lack of cross valley crossing points for pedestrians Improve bus access on the corridor Provide better road links to open up development sites and enable better transport on the A650

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Improved bus accessibility and road to new development.
	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	1 Potential opportunities for physical improvements,



**Local Policy Objectives Met**

Improved access to serve and promote planned housing development site.

**Value for Money Assessment**

Scheme BCR	2.3
VfM Risk	Low
Comment	BCR above 2, but remains sensitive to cost and benefit changes.

**Deliverability Assessment**

**Cost Risk**

Cost	34.4	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	Recent cost estimate, risk included. Scheme development ongoing.	

**Programme Risk**

Promoter start date	Q2, 13
Programme Risk	Medium
Comment	Challenging

**Deliverability (showstopper) risk**

Deliverability risk	Medium
Comment	Development related risks, Inquiry.

### Summary Scheme Info

Scheme Name	Kirklees Strategic Economic Zone
Scheme Description	<i>Highway improvements including major junction improvements, bus and HOV lanes, road widening, improved crossings and links into residential areas for pedestrians and cyclists, and an air quality management strategy.</i>
Scheme Cost	42.3 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2014
Scheme Status	PRE-MSBC

### Fit with RSS Objectives and RTS Priorities

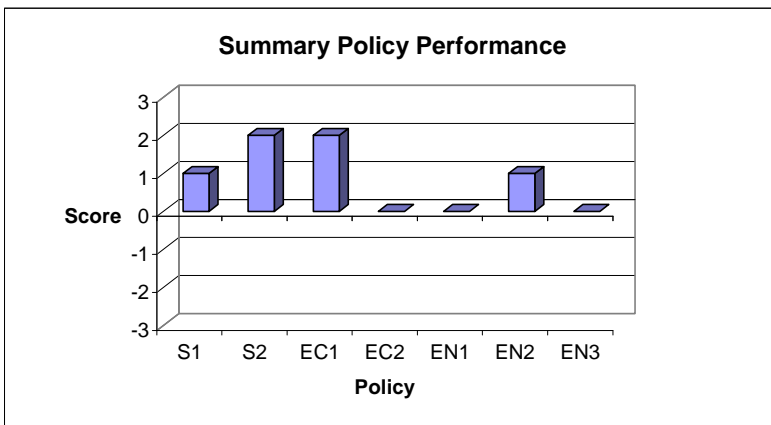
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

### Local Problems and Objectives

Problems	<i>High social and economic deprivation in area Congestion in A62 corridor leading to poor JT and delays. Safety concerns at key junctions Community severance in the corridor as poor provisions for non-car users Transport a constraint on development and regeneration.</i>
Objectives	<i>Ensure that transport meets the needs of existing and future developments in a sustainable way. Provide alternatives to the private car. Improve connectivity within the corridor especially between people and jobs Improve the local environment as well as the safety and security of transport users</i>

### Regional Policy Fit

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	1 <i>Decreased congestion and increased access to transport</i>
	Regeneration (places)	S2	2 <i>Improved access to economic regeneration area.</i>
Economic	Growth (GVA)	EC1	2 <i>Improved JT and reliability</i>
	Sustainable growth - environmental	EC2	0 <i>Broadly neutral impact.</i>
Environmental	GHG	EN1	0 <i>More traffic, but offset by lower CO2 emissions from reduced congestion.</i>
	Local	EN2	1 <i>Includes measures to address AQMA.</i>
	Physical	EN3	0 <i>No significant impact</i>



### Local Policy Objectives Met

*Serves identified regeneration area and improves local environment.*

### Value for Money Assessment

Scheme BCR	7.1
VfM Risk	Low
Comment	<i>High BCR. Robust to cost change.</i>

### Deliverability Assessment

<b>Cost Risk</b>		
Cost	47.0	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

### Programme Risk

Promoter start date	Q2, 13
Programme Risk	Medium
Comment	<i>Challenging but achievable</i>

### Deliverability (showstopper) risk

Deliverability risk	Medium
Comment	<i>Inquiry risk</i>

**Summary Scheme Info**

Scheme Name	Bradford City Centre Integrated Transport Scheme
Scheme Description	<i>Improvements to pedestrian facilities, the realignments of junctions and changing the road prioritisation and other complementary measures.</i>
Scheme Cost	6.1 £m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2010
Scheme Status	PRE-MSBC

**Fit with RSS Objectives and RTS Priorities**

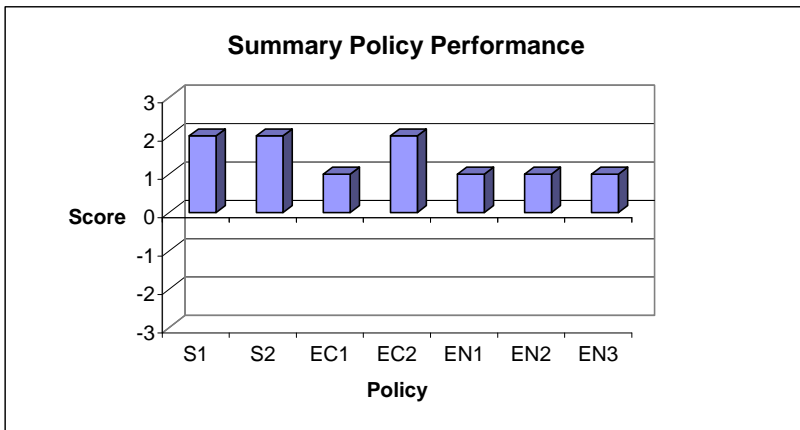
RSS Objective	RSS 1 - Transform regeneration priority areas RSS 2 - Leeds
RTS Priority	A7 - Leeds City Region B3 - Increase accessibility of regeneration priority areas

**Local Problems and Objectives**

Problems	<i>Substantial additional traffic from the closure of Petergate Significant demands for pedestrian across Princes Way linking the central area and other activities Closure of the existing route for bus services to penetrate the central area Vehicular traffic dominates many parts of the Bowl neighbourhood with a poor pedestrian environment</i>
Objectives	<i>Better pedestrian links Maintain bus penetration to centre Realignment of junction of Thornton Road with Princes Way</i>

**Regional Policy Fit**

Criteria	Sub-Criteria	Score	Rationale
Social	Accessibility (people)	S1	2 Provides improved access to city centre from key areas.
	Regeneration (places)	S2	2 Supports city centre regeneration scheme.
Economic	Growth (GVA)	EC1	1 Improved access to commercial parts of the city.
	Sustainable growth - environmental	EC2	2 Improved PT and pedestrian access to city centre.
Environmental	GHG	EN1	1 Would encourage pedestrian movements.
	Local	EN2	1 Improved pedestrian spaces
	Physical	EN3	1 Significant improvement to town centre



**Local Policy Objectives Met**

*Supports city centre regeneration proposal. Improvements to local health through pedestrian improvements.*

**Value for Money Assessment**

Scheme BCR	.
VfM Risk	High
Comment	<i>No BCR - inherent risk.</i>

**Deliverability Assessment**

**Cost Risk**

Cost	6.1	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing.</i>	

**Programme Risk**

Promoter start date	Q1, 10
Programme Risk	High
Comment	<i>Dependent on development.</i>

**Deliverability (showstopper) risk**

Deliverability risk	High
Comment	<i>VfM risk.</i>