

Business Case Template

What is the purpose of the Business Case?

The Business Case Template is to be used in providing an Outline of Full Business Case to the West Yorkshire Combined Authority in line with the agreed Assurance Pathway for any given scheme.

The Business Case must be completed by the Scheme Promoter (this is the organisation seeking the funding for a scheme they are delivering) and submitted to the Combined Authority along with any supporting documentation in order for any scheme to be appraised by the Combined Authority and approved to continue to the next Activity on the Assurance Process.

All Business Cases must be based on the 5 Case Model and follow [HM Treasury – The Green Book](#) guidance, and follow guidance as set out in the Leeds City Region Assurance Framework.

All Business Cases should also be proportional to the scale and complexity of a scheme as defined in the Leeds City Region Assurance Framework. For further advice on this, please contact the Combined Authority’s PMO and/or the Combined Authority Case Officer assigned to your scheme.



The Business Case forms a detailed ‘five cases’ assessment of a scheme, and builds on the evidence presented in the Expression of Interest. Its purpose is to present detailed information about a scheme and evidence that the scheme meets the strategic aims of the Combined Authority offers value for money a good return on investment, is affordable and deliverable. The Business Case will also form the basis on which any appropriate conditions precedent for a funding agreement can be identified.

Case	Focus
<p>Strategic Case: To set out the need for the scheme, and to define the outcomes and scope of the scheme.</p> <p>Does the scheme have a strong strategic case?</p>	<ul style="list-style-type: none"> • Revisit the case for change and update accordingly, summarising any changes • Does the case for change still exists? • Confirm that the preferred way forward still stands • Ensure clear evidence of: <ul style="list-style-type: none"> ○ Alignment to SEP Priorities ○ Objectives are SMART ○ Evidence of the need for intervention/market failure ○ Clearly identified barrier/opportunities the scheme will unlock ○ Evidence of stakeholder engagement

<p>Commercial Case: To set out the market demand for the scheme and the procurement strategy. Is there demand for the scheme and is it commercially viable?</p>	<ul style="list-style-type: none"> • Revisit the Commercial Case and update accordingly, summarising any changes • Is there still a market demand for the scheme? • To prepare the scheme for procurement with high level summary of procurement option(s)/preferred plan (OBC) • Set out detailed procurement plan (FBC)
<p>Economic Case: To include any options analysis and initial value for money assessment. Does the preferred project option demonstrate value for money and a good return on investment?</p>	<ul style="list-style-type: none"> • Revisit the Economic Case and update accordingly, summarising any changes • Revisit long and short list of options • Set out any options analysis and the initial Value for Money assessment of those short listed options • To set out the detailed economic appraisal that will be undertaken as part of the FBC (OBC) • To undertake initial benefits appraisal (OBC) • Select and set out the Preferred Option (OBC) • Present an assessment of any of the uncertainties i.e. sensitivity analysis (OBC & FBC) • Present final benefits appraisal (FBC) • Set out the detailed economic appraisal of the Preferred Option and the Final VfM Statement (FBC) • Note for transport schemes this should include an Appraisal Specification Report • Note also that the Final VfM Statement should be updated following any procurement exercise
<p>Financial Case: To set out the scheme costs, including the funding and financial profile. Is the project financially viable, affordable, and sustainable?</p>	<ul style="list-style-type: none"> • Revisit the Financial Case and update accordingly, summarising any changes • Update the project costs as detailed in the Initial Cost Plan and the funding profile and provide a Detailed Cost Plan • Set out capital and revenue implications for preferred option • Set out arrangements for dealing with cost risks and confirm 'match' funding is in place
<p>Management Case: To set out the governance and project management arrangements for the project, including how the project will be delivered. Is the project deliverable, are the objectives achievable and have all compliance issues been addressed?</p>	<ul style="list-style-type: none"> • Revisit the Management Case and update accordingly, summarising any changes • Set out the necessary management arrangements for the successful delivery of the scheme • Set out the project management strategy, change management strategy, benefits realisation strategy, risk management strategy, communications strategy and post project evaluation strategy • Produce and update any related registers to the named strategies e.g. Risk Register, Benefits Realisation Plan

What happens once a Business Case is submitted?

- On receipt of a completed OBC or FBC, the scheme's assigned Combined Authority Case Officer will check the document to ensure all necessary information has been provided. Including any supporting documentation.
- The Combined Authority Case Officer will then arrange any necessary appraisal of the Business Case. This may involve internal appraisal by Combined Authority officers, external appraisal by independent third parties and/or a Peer Review.
- Once the Business Case has been appraised, the Combined Authority Case Officer will draft a Business Case Appraisal Report, summarising the results of the appraisal.
- This will be presented to the Programme Appraisal Team (PAT) along with the Business Case and or not a scheme will recommend whether should continue to the next activity in the Assurance Process, be rejected, or that further information is required in order for a recommendation to proceed is made.
- Once a scheme has been reviewed by the PAT, the Scheme Promoter and the author of the Business Case will be contacted to confirm the next steps.

Completing the Business Case Template

- All sections **highlighted in yellow** to be completed by the Scheme Promoter. "*Advice for completion*" text within yellow boxes should be overwritten. Please do not write in white boxes.
- **PLEASE NOTE – If this a Full Business Case, a summary of any key changes and their implications on the business case should be included in each section.**
- Once completed, the Business Case should be submitted to the Combined Authority, along with any supporting documentation at pmo@westyorks-ca.gov.uk.
- The Combined Authority will endeavour to respond to applicants within one week to confirm receipt of the Business Case.
- Guidance and examples for completing the form can be found within the template.
- For further information or help in completing the template, please contact the Combined Authority via:
 - Email: pmo@westyorks-ca.gov.uk
 - Tel: 0113 2517421

**FULL BUSINESS CASE
(Scheme Summary and Strategic
Case only)**

***Skipton Railway Station Gateway
Improvements (TCF)***

22/12/2023



Applicant Details

Name of scheme:	Skipton Railway Station Gateway – Active Travel Improvement Scheme	
Scheme PMO Reference Code:	DFT-TCF-020	
Business Case Stage	Full Business Case (Activity 4)	
Location of scheme (including postcode):	Skipton Railway Station and surrounding area (BD23 1RT)	
Lead Organisation:	North Yorkshire Council	
Type of organisation:	Unitary Local Authority	
Lead contact:	[REDACTED]	
Position:	North Yorkshire Council (NYC)	
Phone number:	[REDACTED]	
Email address:	[REDACTED]	
Postal address:	North Yorkshire Council, County Hall, Northallerton, DL7 8AD	
Business Case Owner:	[REDACTED]	
Combined Authority Lead / Programme Manager	[REDACTED] – West Yorkshire Combined Authority	
Is any information in this form is considered exempt from release under Section 41 of the Freedom of Information Act 2000	Yes	
	No	No

Document Control

Version	Date	Author	Checked
		██████████	██████████

Certificate of Approvals

To be completed by Combined Authority staff:

This business case has been appraised in accordance with the Leeds City Region Assurance Framework and approved by the following:

Note - the required approvals will depend on the agreed approval pathway set out and agreed for the scheme during Stage 1: Pipeline Eligibility, if it does not require a certain approval then mark as N/A

	Approved (Y/N, n/a)	Signed	Date
Combined Authority Case Officer:			
Appraisal Team/Peer Review Team			
Programme Appraisal Team:			
Combined Authority Managing Director:			
Investment Committee:			
Combined Authority:			
Other (Please State):			

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Glossary of Terms

Acronym	Full Title
AADF	Annual Average Daily Flow
ABC	Ambience Benefits Calculator
AMAT	Active Mode Appraisal Tool
AMCB	Analysis of Monetised Costs and Benefits
ASR	Appraisal Specification Report
ASST	Appraisal Specification Summary Table
AST	Appraisal Summary Table
ATF/EATF	Active Travel Fund / Emergency Active Travel Fund
ATP	Approval to Proceed
BALB	Bedale, Aiskew and Leeming Bar Bypass
BAPA	Basic Asset Protection Agreement

BAU	Business as Usual
BCIS	Building Cost Information Service
BCR	Benefit Cost Ratio
BRP	Benefits Realisation Plan
BUA	Built-up Urban Area
CA	Combined Authority
CABE	Commission for Architecture and the Built Environment
CCT	Cycling City and Towns
CDC	Craven District Council
CDM	Construction (Design and Management)
CDT	Cycling Demonstration Towns
CECF	Civil Engineering Contractors' Framework
CESP	Climate Emergency Strategic Plan
CIHT	Chartered Institute of Highways and Transportation
CIPS	Chartered Institute of Procurement and Supply
CLP	Craven Local Plan
CPO	Compulsory Purchase Order
CRT	Canal and River Trust
CSF	Critical Success Factor
CSF	Critical Success Factors
CWIS	Cycling and Walking Investment Strategy
DBFO	Design, Build, Finance and Operate
DDG	Demand Driver Generator
DfT	Department for Transport
DI	Distributional Impact
DMRB	Design Manual for Roads and Bridges
EAR	Economic Appraisal Report

EAST	Early Assessment Sifting Tool
ECC	Engineering and Construction Contract
ECI	Early Contractor Involvement
EIA	Environmental Impact Assessment
EoI	Expression of Interest
EqIA	Equality Impact Assessment
EV	Electric Vehicle
FBC	Full Business Case
GB	Great Britain
GBI	Green Blue Infrastructure
GBIS	Green Blue Infrastructure Strategy
GCSE	General Certificate of Secondary Education
GDP	Gross Domestic Product
GDPO	General Permitted Development Order
GHG	Greenhouse Gas
GSS	Green Streets Strategy
GT	Galliford Try
GVA	Gross Value Added
HAZ	Heritage Action Zone
HGV	Heavy Goods Vehicle
HMRI	His Majesty's Rail Inspectorate
HS2	High Speed 2 Programme
IC	Investment Committee
IDP	Infrastructure Delivery Plan
LA	Less Ambitious
LCR	Leeds City Region
LCR LEP	Leeds City Region Local Enterprise Partnership

LCWIP	Local Cycling and Walking Infrastructure Plan
LGA	Local Government Association
LGV	Large Goods Vehicle
LNER	London North Eastern Rail
LOI	Letter of Intent
LPTIP	Leeds Public Transport Investment Programme
LSOA	Lower-layer Super Output Areas
LTN 1/20	Local Transport Note 1/20
LTP4	Local Transport Plan 4
LVU	Land Value Uplift
M&E Plan	Monitoring and Evaluation Plan
MA	More Ambitious
MCAT	Multi-Criteria Assessment Tool
MEC	Marginal External Cost
MHCLG	Ministry of Housing, Communities & Local Government
MOIRA	Model of Inter-Regional Activity
MSOA	Middle-layer Super Output Areas
MSP	Managing Successful Programmes
NEC	New Engineering Contract
NMU	Non-motorised Users
NPIER	Northern Powerhouse Independent Economic Review
NPPF	National Planning Policy Framework
NPR	Northern Powerhouse Rail
NPV	Net Present Value
NYC	North Yorkshire Council
NYCC	North Yorkshire County Council
NYF&R	North Yorkshire Fire and Rescue

OAR	Options Assessment Report
OB	Optimism Bias
OBC	Outline Business Case
OGV1	Ordinary Goods Vehicle 1
OGV2	Ordinary Goods Vehicle 2
OJEU	Official Journal of the European Union
ORR	Office of Rail and Road
PA/PAT	Public Accounts Table
PAT	Programme Appraisal Team
PDFH	Passenger Demand Forecast Handbook
PEP	Project Execution Plan
PFI	Public Finance Initiative
PMO	Portfolio Management Office
PV	Present Value
PVB	Present Value of Benefits
PVC	Present Value of Costs
PWF	Preferred Way Forward
QCRA	Quantified Cost Risk Assessment
RAM	Rail Access Model
RFI	Request for Information
RPI	Retail Price Index
SEF	Strategic Economic Framework
SEP	Strategic Economic Plan
SITS	Scarborough Integrated Transport Scheme
SME	Small Medium Enterprise
SOBC	Strategic Outline Business Case
SOC	Strategic Outline Case

SPD	Supplementary Planning Document
SRO	Senior Responsible Officer
TAG	Transport Appraisal Guidance
TAG	Transport Analysis Guidance
TCF	Transforming Cities Fund
TDP	Transport Decarbonisation Plan
TEE	Transport Economic Efficiency
TfL	Transport for London
TfN	Transport for the North
TOC	Train Operating Company
TRO	Traffic Regulation Order
TUBA	Transport Users Benefit Appraisal tool
UK	United Kingdom
UTC	Urban Traffic Control
VAT	Value Added Tax
VfM	Value for Money
VOC	Vehicle Operating Costs
WTP	Willingness-to-Pay
WYCA	West Yorkshire Combined Authority
WYTS	West Yorkshire Transport Strategy
YNY LEP	York & North Yorkshire Local Enterprise Partnership

1. Scheme Summary

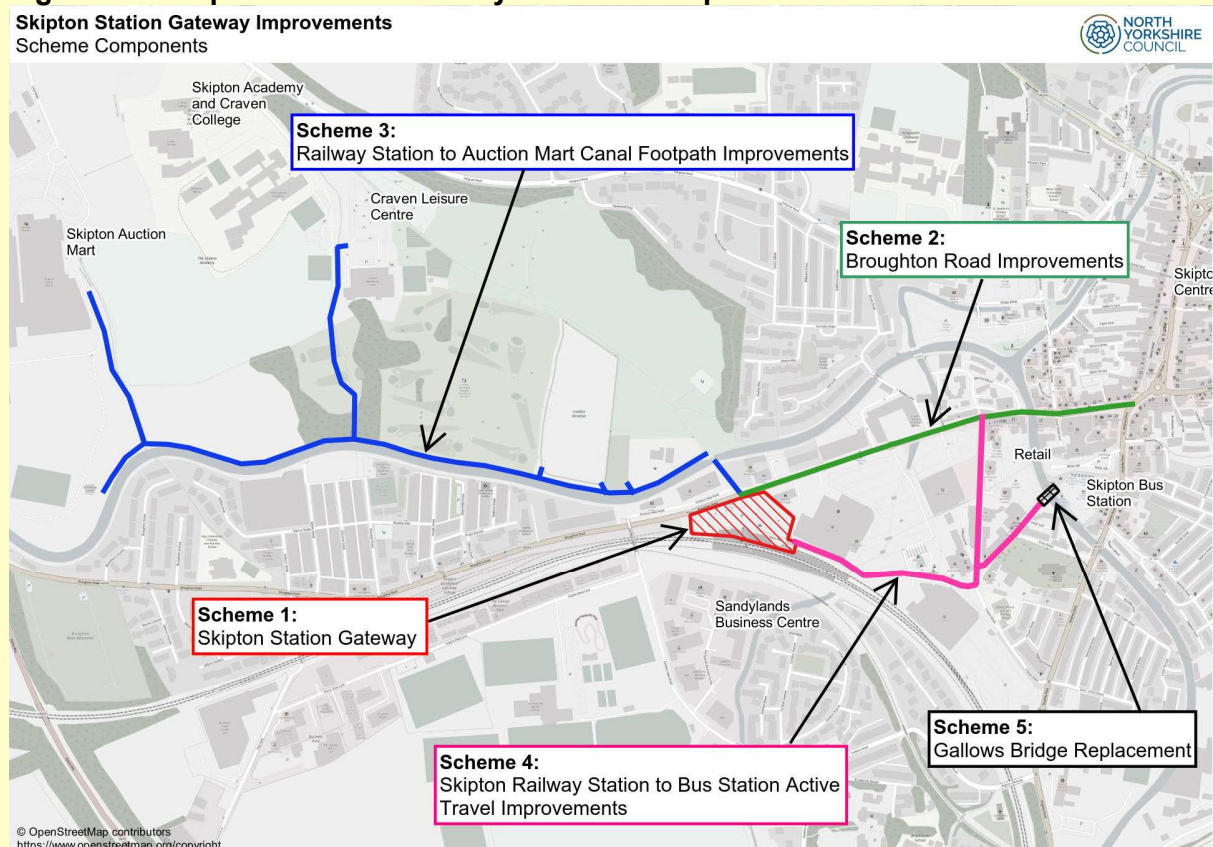
1.1 Scheme Description:

The Proposed Scheme comprises a number of transformative measures around Skipton Railway Station aimed towards driving a modal shift from private car to more sustainable and active modes and supporting local sustainable growth. In light of the climate emergency declared by the UK government, the scheme puts a focus on people and placemaking to support and attract further inward investment into Skipton and working towards a Carbon-Zero Economy for the district and wider City Region through low carbon interventions in design and post scheme usage.

The Skipton Railway Station Gateway Improvement Scheme incorporates active travel corridors and cycling infrastructure, improvements to the Station Gateway, and associated public realm enhancements to enhance access and respond to growing usage.

A location plan is presented in Appendix A. Figure 1.1 below shows the specific locations of the scheme interventions and is followed by a breakdown of the interventions proposed.

Figure 1.1: Skipton Station Gateway Scheme Components



The scheme will deliver sustainable travel accessibility and infrastructure improvements to respond to existing demands on the local transport network. There is an opportunity to improve sustainable transport accessibility to reduce these demands and support new development and growth, whilst also taking full advantage of forthcoming rail franchise improvements, and bus enhancements.

By improving the aesthetics of the Station Gateway, through public realm and townscape enhancements, combined with delivering multi-modal accessibility and connectivity improvements, the proposals will help to deliver 'healthy streets' in Skipton town centre.

The proposed schemes will establish Skipton Railway Station as the key travel gateway and central sustainable travel 'hub' within the town. The proposals will significantly enhance the accessibility of the station and the links with the town centre, new developments and ultimately the wider region.

Funding Strategy

The Proposed Scheme is presented as two phases in the FBC, with Phase 1 deliverable within the current funding allocation. Phase 1 comprises the following scheme components and funding is sought from the Transforming Cities Fund:

- Scheme Component 3 - Railway Station to Auction Mart Canal Footpath Improvements
- Scheme Component 4 - Railway Station to Bus Station Active Travel Improvements
- Scheme Component 5: Gallows Bridge Replacement

The report also present Phase 2, which should further funding be secured could be delivered alongside Phase 1 to further enhance the outputs and benefits of the TCF programme.

Phase 2 comprises the following scheme components:

- Scheme Component 1 - Skipton Railway Station Gateway
- Scheme Component 2 - Broughton Road Active Travel Corridor

North Yorkshire Council are actively seeking funding to deliver the scheme as a whole.

Phase 1 Scheme Component Descriptions

Phase 1 comprises the following three scheme components:

Scheme Component 3 - Railway Station to Auction Mart Canal Footpath Improvements

- Re-surfacing 1.1km of existing public footpath between Skipton Railway Station, Craven Auction Mart and Craven College Campus including animal management and Equine Centre, and other employment sites located near Gargrave Road.
- Widening the footpath in places to ensure widths are consistent (between 1.5-2 metres) and to overcome pinch points;
- Trim back vegetation and earth which encroach on the footway creating pinch points;
- Provide signage and other safety measures to encourage use of this footpath;
- Provide seating and opportunities to rest and dwell. Three benches will be installed along the route;
- Provide connections to Wildflower Meadow and allotments from the footpath; and
- A new 300m footpath connecting the canal footpath to Craven Leisure Centre.

Following OBC submission and through the subsequent design stages this proposal has been extended by approximately 75m, to connect with the new Craven Arena educational facility to the south of the site, following discussions with the Cattle Auction Mart.

Scheme Component 4 - Railway Station to Bus Station Active Travel Improvements

- Gas Street / Cross Street Pedestrian Improvements - Removal of the existing informal parking on north western side of Carleton Street with widened footway provision on southern side providing direct connection between Craven Street crossing point and Gallows Bridge. Supported by raised table at junction of Gas Street and Cross Street. This proposal requires approximately 30m of existing informal parking to be removed;
- Pedestrianisation of Gas Street beyond junction with Hird's Yard to enhance the pedestrian environment and access to Gallows Bridge. One-way system implemented from A6131 Keighley Road / Cross Street junction via Cross Street, to Gas Street. Two-way access maintained on Gas Street to provide access to commercial premises and Hird's Yard residences;
- Deliver new paving on Gas Street to encourage walking whilst retaining vehicle access for local businesses and residents;
- Provide a new safe uncontrolled crossing for pedestrians at the junction of Gas Street and Cross Street;
- Widen the footway on Carleton Street by making this road one-way (westbound) and limiting parking to the southside only;
- Resurfacing the footway along Black Walk and provide a new stepped pedestrian access to Morrisons car park via Black Walk;
- Craven Street / Cavendish Street / Black Walk / Tesco junction improvements - Junction build out to aid pedestrian safety. Provision of a Zebra crossing for pedestrians over Cavendish Street close to Ashland's Veterinary Centre; and
- Improve signage and lining on Cavendish Street.

Following OBC submission and through the subsequent design stages the new pedestrian crossing at the junction of Gas Street and Cross Street was originally proposed to be a raised crossing. However, for safety reasons raised through the RSA, and in discussion with NYC, this is now proposed to be an uncontrolled pedestrian crossing.

Scheme Component 5: Gallows Bridge Replacement

- Replacement of the existing Gallows Bridge pedestrian footway over the Leeds Liverpool Canal and improvements to the stepped access at both ends of the bridge.
- Improvements on the northern side of Gallows Bridge to improve pedestrian access to the bus station.
- The replacement bridge will consist of a steel truss with the overall length and width of the bridge similar to the existing bridge (approximately 13.5m* 2.8m). The existing masonry abutments are being retained and re-used. A steel deck plate will be used with combined waterproofing and anti-slip surfacing, to address existing safety issues at the bridge.
- The aesthetic of the proposed bridge has been inspired by the old timber bridge which once spanned across the canal at this location. The proposed access steps have been designed to modern standards to replace the current sub-standard steps and will comprise of individual Yorkstone steps with consistent rises and treads of 150mm and 300mm respectively. A handrail would be provided at each side of the steps. The new access steps will help to improve safety and security for pedestrians.

Please note that at OBC stage, the Gallows Bridge Replacement was included within Scheme Component 4: Railway Station to Bus Station Active Travel Improvements. However, since

submission of the OBC, and due to the different design development timescales, the bridge replacement has now been progressed as part of a separate, standalone scheme component.

Phase 2 Scheme Component Descriptions

Phase 2 comprises the following components, as follows:

Scheme Component 1 - Skipton Railway Station Gateway

- Transforming the space in front of the station to improve the sense of arrival by creating a new plaza with seating, planting, lighting, and other design features, including opportunities for public art and the use of high-quality materials;
- Introduce a one-way system in the car park with vehicles entering via the existing access and vehicles exiting via a new exit onto Broughton Road.
- Encourage pedestrian movements in and around the railway station, including wider footways and a zebra crossing on Broughton Road close to the station entrance;
- Amendments to the layout of the existing railway station car park, to provide a safer environment for vehicles, pedestrians, and cyclists, reducing conflict between the different user groups. This requires a reduction in car parking spaces from 165 to 145, including the staff car park. Please refer to the Detailed Design Drawings (Appendix B) for an overview of the revised layout;
- Provide disabled parking and electric vehicle (EV) charging points to modern parking standards. A total of 11 bays will be provided with EV charging;
- Space for drop off / coach / bus parking to accommodate for connections to rail services; and
- New informal zebra crossing within the Station Car Park.

Following OBC submission and through the subsequent design stages the following changes have been made:

- Additional tree planting within the Railway Station Car Park and soft landscaping measures in this area. The number of EV car parking spaces proposed has increased from 5 to 11;
- While the one-way system in the railway station car park has been retained within the scheme, there is potential for the northern link in the car park to remain as two-way (as currently operates). This is due to safety concerns highlighted in the Road Safety Audit. Within the RSA it was noted that users are still likely to make this movement despite the one-way restriction, and therefore, to ensure it can be made safely, this link should remain as two way.
- The bidirectional cycle lane that was proposed to link the railway station entrance and new cycle storage facilities to the Broughton Road Active Travel Corridor, has been removed from the scheme. This is because the cycle facilities on Broughton Road have also been descoped, negating the need to provide these connecting facilities. Within the latest proposal, cyclists are now expected to mix with general traffic and use the vehicle entrance to the railway station, in order to access the cycle hub. The cycle parking has been retained within the scheme.
- At OBC stage, the proposal retained all parking spaces within the railway station car park, to accommodate existing demand for railway users. However, the latest designs require a reduction in the number of car parking spaces. It is anticipated that 20 spaces

will be lost in total. This reduction was to allow the provision of a safer car park layout, reducing conflict between the different user groups.

Scheme Component 2 - Broughton Road Active Travel Corridor

- Improved public realm on Broughton Road, with footway widening and landscaping improvements to make a safer and more pleasant route for pedestrians. This would provide a high-quality pedestrian route between Skipton Railway Station and the town centre, in addition to key employment/ retail sites such as Craven District Council, Morrisons and other local businesses. To provide the wider footways, the existing carriageway widths would be narrowed slightly, with approximately 1,035m² of road space reallocated in total.
- Provide a new zebra crossing on Broughton Road approximately 40m east of the Broughton Road/Brewery Lane junction;
- Upgrade the existing signal-controlled crossing on Swadford Street;
- Provide raised pedestrian crossings at selected side roads to slow vehicles, improving road safety for pedestrians; and
- Plant trees and other greenery along this route.

Following submission of the OBC, and following engagement with the public and stakeholders, including Council Members and the Combined Authority, a decision was made to de-scope the cycling elements of the Skipton Station Gateway scheme. This was due to concerns raised over whether the proposed cycle facilities on Broughton Road would improve the safety of cyclists using the route, and the extent to which they would be used. Concerns were also raised over the removal of parking to accommodate the cycle lane, and the loss of the existing taxi rank.

In light of feedback, it was decided that the proposed cycle facilities on Broughton Road, as well as the adjoining facilities at the Station Gateway and other areas of the town centre, would be removed from the scheme. Moving forward, the design will now focus on enhancing the pedestrian environment, through widened footways, public realm enhancements and the introduction of landscaping and planting, rather than providing dedicated cycle infrastructure. This is with the exception of the new cycle storage facilities at Skipton Railway Station, which have been retained within the design.

The proposed parallel crossing on Broughton Road near the station entrance has been changed to a zebra crossing, given that the adjoining cycle facilities in this area have been removed from the scheme, and the focus is now on facilitating safer pedestrian movements, rather than cyclists.

The parallel crossing for pedestrians and cyclists that was originally proposed on Broughton Road (approximately 40m east of the Broughton Road/Brewery Lane junction) has been changed to a zebra crossing for pedestrians only, given that the cycle facilities in this area have also been removed. The location of the crossing will remain unchanged.

The Combined Authority Appraisal Team have been made aware of the above-outlined changes to the scheme. As a result of the changes there have been some amendments to the scheme objectives; this is outlined in Section 1-2 of this FBC and is further detailed in the Options Assessment Report.

The latest scheme proposals are presented in Appendix B (General Arrangement Drawings), Appendix C (Landscape Drawings), and Appendix D (Gallows Bridge) respectively.

1.2 Scheme Objectives:

The Strategic Case (Section 2 of this FBC) sets out the need for the scheme and defines the outcomes and scope of the scheme.

In order to provide a summarised overview of the scheme, an investment specific logic map has been produced (attached in Appendix E). This shows the links between the scheme objectives, the outputs and outcomes sought from the investment. It has also been used to inform the proposed scheme options, appraisal approach, and more widely, the monitoring and evaluation criteria. The logic map also outlines the scheme’s contribution towards the city region and government priorities, including the TCF programme-wide objectives.

The scheme objectives have been developed so that they directly support and align with the TCF programme-wide objectives and the city-region’s priorities. The relationship between the two is described below and illustrated in Figure 1.2.

The four priorities for the Leeds City Region (LCR), as set out in the Strategic Economic Plan (LCR SEP) are:

- Priority 1: Growing Business;
- Priority 2: Skilled People, Better Jobs;
- Priority 3: Clean Energy and Environmental Resilience; and
- Priority 4: Infrastructure for Growth.

Building on the SEP, the 2020 LCR Strategic Economic Framework (SEF) sets out a new vision for the region, in light of new challenges during periods of change and uncertainty. The CA’s vision, as set out in the SEF, is to be:

“Recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world class infrastructure.”

A key element of the SEF is the commitment to ‘levelling up’ the region, in line with the Government’s national commitment to levelling up the country. The LCR TCF programme will directly contribute towards this SEF commitment, through the provision of world-class infrastructure that will support growth and economic prosperity across the region.

The overarching vision for the LCR TCF programme is:

“Connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future”.

This overarching TCF vision has shaped the four Programme objectives:

1. **Enabling inclusive growth:** to enable as many people as possible to contribute to and benefit from economic growth, and contribute to improved health and wellbeing of our residents;
2. **Boosting productivity:** working with our businesses and universities to close the productivity gap, create thousands of jobs and add substantially to our economy;
3. **Supporting clean growth:** achieving our target for a net zero carbon economy by 2038 through lowering carbon emissions and taking advantage of new innovations to create jobs and growth; and

4. Delivering 21st century transport: creating a transport system which addresses the challenges we face around capacity, connectivity, sustainability, and air quality.

The project objectives provide a foundation for the development of a scheme and its appraisal within the business case. Twelve scheme specific objectives have been developed (see Table 1.1) in response to the identified problems in Section 2.1 of this report and align with the wider governmental and WYCA strategic aims and responsibilities. The scheme objectives are designed to meet the high-level city-region objectives that the LCR TCF programme as a whole supports.

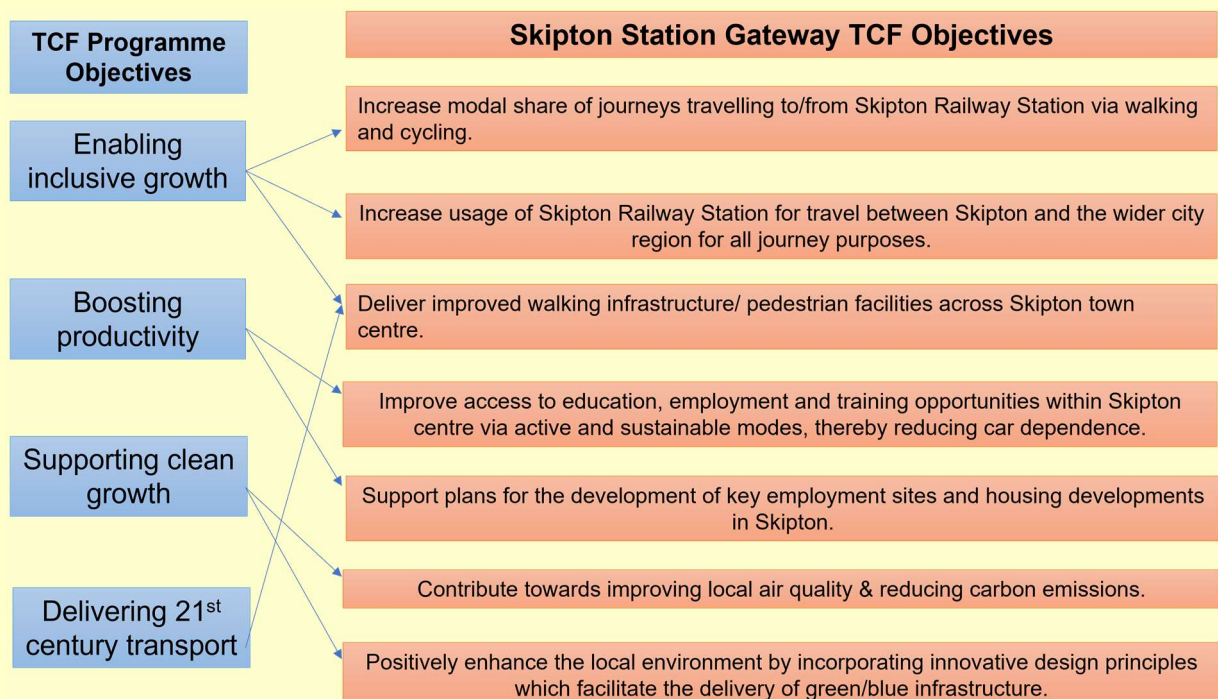
The main objective of the Skipton Station Gateway TCF scheme is to enhance the station’s status as a strategically important sustainable transport gateway to the town (and surrounding area). By improving the station and by providing enhanced access (as well as much improved facilities for pedestrians and cyclists), residents will be able to access opportunities across the wider LCR area.

Similarly, workers and visitors from outside the area will have improved access to Skipton. The public realm enhancements will also support the station’s ‘gateway’ status and the wider visitor economy. The scheme will help to encourage inward investment and help make it a more attractive location for both businesses and employees.

The scheme objectives have been developed to align closely with the programme level TCF objectives in terms of responding to the 4 key themes of enabling inclusive growth, boosting productivity, supporting clean growth, and delivering a 21st century transport system.

Figure 1.2 below illustrates the relationship between the TCF programme-level objectives and the Skipton Station Gateway scheme-specific objectives. As shown, the scheme objectives fall under, and directly contribute towards the programme objectives.

Figure 1.2: Relationship between TCF programme objectives and Skipton TCF scheme objectives



As part of the scheme objectives, we have also sought to use the existing available evidence and WYCA guidance, in ensuring that the objectives in Table 1.1 are developed to be SMART.

This will ensure that the objectives can be specifically measured and monitored by WYCA as part of the scheme’s monitoring and evaluation plans, and to specific timescales for benefit realisation.

Delivery of the scheme objectives will make a key contribution to the following programme-wide targets for the TCF programme, as set out in the SOBC, submitted in November 2019:

- Improve public transport and active travel options for 1.5 million people, of which 41% live in the 20% most deprived communities;
- Take up to 12.5 million car trips per year off our roads by 2036;
- Against a forecast increase in carbon emissions from transport, reduce CO₂ emissions from car travel by up to 1.5% (up to 15,000 tonnes) by 2036;
- Increase bus trips by up to 6%, rail trips by 4% and walking and cycling to 7% by 2026;
- Add over 1,100 jobs and up to £1bn to the economy by 2036; and
- Support connectivity to 650 housing and 2210 employment sites that have the potential to deliver 45,000 new homes and 1,573 ha of employment space.

Development and delivery of the proposed scheme will also pay cognisance to ensuring synergies with the aforementioned LCR SEP and the West Yorkshire Transport Strategy 2040 (WYTS), both of which are discussed in Section 2.1.4 of this report. The improvements will support Clean Growth, Inclusive Growth and tackling the Climate Emergency.

In line with the latest 2020 Green Book Guidance, all shortlisted options for the Skipton Station Gateway scheme must be viable in meeting the requirement of delivering the SMART objectives. However, options may differ when scored against the Critical Success Factors (CSFs) such as timing, risk, cost, and benefit delivery, at or above the “Do Minimum” option.

The SMART objectives for the Skipton Station Gateway scheme are summarised in Table 1.1 below.

Table 1.1: Scheme Objectives

Objective No.	Scheme Objective	Indicator	Target	Year
1	Increase modal share of journeys travelling to/from Skipton Railway Station via walking and cycling.	Survey of users	4% increase in the number of people accessing Skipton Station Gateway on foot and by bike	2030 - five years after opening
2	Increase usage of Skipton Railway Station for travel between Skipton and wider city region for all journey purposes.	Survey of users / Station usage data (ORR)	4% increase in rail patronage at Skipton Station	2036 (in line with CA TCF targets)
3	Deliver improved walking infrastructure/	Kilometres of new/ upgraded infrastructure	Deliver 1.5km of new or upgraded pedestrian infrastructure, 2	2030 - five years after opening

	pedestrian facilities across Skipton town centre		new/upgraded crossing points, and upgrade 1 pedestrian footbridge.	
4	Improve access to education, employment, and training opportunities within Skipton centre via active and sustainable modes, thereby reducing car dependence	Modal shift to walking and cycling	4% increase in the proportion of people accessing the Auction Mart site on foot or by bike	2030 - five years after opening
5	Support plans for the development of key employment sites and housing developments in Skipton	Land brought forward for development (ha)	3.6 Hectares of commercial space developed	2032 (end of Local Plan period)
		Housing units developed	442 housing units developed	
6	Contribute towards improving local air quality & reducing carbon emissions	Reduction in vehicle kms from a shift to active modes	Reduction in vehicle kms travelled	2030 - five years after opening
		NOx (kg/ year)	% reduction in NOx emissions	
		CO ₂ (kg/ year)	% reduction in CO ₂ emissions	
7	Positively enhance the local environment by incorporating innovative design principles which facilitate the delivery of Green/blue infrastructure	Green and blue infrastructure net gain		On opening, directly measurable against Defra metric tool or Small Sites tool
			Achieve a biodiversity net gain	

1.3 Key activities to be funded:

Combined Authority funding through TCF will be used to pay for 97.5% of the scheme cost; this will contribute to the design, preparation, and construction of the scheme. The remaining 2.5% of the scheme cost will be funded through a contribution made by NYC (formerly NYCC and CDC). The scheme funding sources are summarised in Table 1.2.

Table 1.2 Funding Sources

Funding Organisation	Funding Stream/ funding source	Forecast funding contribution	Status	Constraints
Department for Transport	TCF	£6,971,771m*	In application process*	Timescales – spend and delivery by 2023.
North Yorkshire Council contribution (former CDC funds)	Local Unitary Authority	£100,000	Secured in principle	Contribution to general construction costs. To be spent after TCF funds
North Yorkshire Council contribution (former NYCC funds)	Local Authority	£100,000	Secured	To be spent after TCF funds

Note: *Assuming Preferred Way Forward scenario is allocated funding

These costs include scheme development, land acquisition, planning, stakeholder engagement and consultation, detailed design, construction, monitoring and evaluation but exclude opex and capex costs forecast for future spend post 2023/24.

Scheme Programme:	Scheme Start Date	Scheme End Date
	16/06/2020	06/06/2025
Total Scheme Cost (£m):	£6,971,771	
Combined Authority funding (£m):	£6,771.771	
Combined Authority funds as % of total scheme investment:	97.1%	
Total other public sector investment (£m)	£0.2m	
Total other private sector investment (£m):	N/A	

<p>Applicable Funding Stream:</p>	<p>Transforming Cities Fund - The Thematic Board has endorsed the summaries, the proposed Preferred Way Forward (PWF) and cost uplifts.</p>
<p>Strategic Economic Plan Priority Area:</p>	<p>The project will contribute to the LCR Strategic Economic Plan (2016) priorities, namely:</p> <ul style="list-style-type: none"> • Priority Area 1 – Growing Businesses • Priority Area 2 – Skilled People, Better Jobs • Priority Area 3 – Clean Energy & Environmental Resilience • Priority Area 4 – Infrastructure for Growth <p>The Skipton Railway Station Gateway Improvement scheme will contribute through the enhancement of place in the station gateway, improved connectivity, reducing the carbon impact of transport and the maximising GVA (these are explored further in Section 2.1.2 of the FBC).</p>

2. Strategic Case

The purpose of the Strategic Case is to set out the strategic drivers for this investment and the associated strategies, programmes and plans both locally and nationally. This should be based upon a robust evidence base which demonstrates a case for change.

Note – All sections should be reviewed and updated if this is the Full Business Case. A summary of any key changes and their implications on the business case should be included.

2.1 The Strategic Context

2.1.1 What are the strategic drivers for this investment?

SUMMARY OF STRATEGIC DRIVERS

Summarising the content of this section, the Table below presents the key issues and challenges currently facing Skipton, followed by the anticipated future conditions and issues likely to arise, without the scheme. This is then explored in further detail later in the chapter.

Strategic summary of current issues

Context	Skipton plays an important role in the regional economy. Skipton Railway Station is the main Transport Gateway in both the town and wider district, and issues around this Gateway need to be addressed to ensure that Skipton is able to adapt and deal with not only the existing problems but a range of future challenges.
Low value employment	Most jobs in the Craven District are currently within low value sectors, occupied by local residents. Much of the district highly skilled residents commute to other parts of the LCR (including Leeds and Bradford) to access employment. This highlights the need to build on existing sector strengths to deliver more higher value employment opportunities, to support economic growth and development in Craven, and create higher paid, higher skilled opportunities for local people.
High level of cross-boundary commuting	High levels of cross-boundary commuting to and from the Craven District highlights the need for strong and reliable transport links to the wider LCR, ensuring commuting patterns are as sustainable as possible, with a shift towards non-car modes such as rail and bus.
Pockets of deprivation	Almost a quarter of households in Skipton don't have access to a car, emphasising the need to ensure that strong transport links, both locally and regionally via non-car-modes are available and accessible for these people. This would ensure that all groups have equal opportunities to access education, employment, and key services, and help to overcome transport-related barriers that may inhibit productivity and economic growth.

Poor quality transport gateway	Currently there is limited public realm and accessibility to Skipton Railway Station. There is a clear need to improve the gateway – Skipton Railway Station is the second busiest in North Yorkshire (over 940,000 journeys in 2021/22) and projections show significant future growth.
Generally poor existing cycling infrastructure	With a lack of dedicated cycling routes connecting to the Railway or Bus Stations, as well as limited secure cycle parking, this creates fewer opportunities for sustainable modal transfer and constrained levels of sustainable travel accessibility to Railway/ Bus Stations. Pre-COVID, only 1% of individuals (MOIRA, 2020) arrived at the Railway Station by bicycle, and there is significant scope to increase this.
Low cycling modes share in the town	In 2017, only 2% journeys made to the station were made by bike, which is likely to be due to the poor cycling infrastructure, compounded by Skipton’s historic narrow and constrained street patterns.
Low levels of bus mode share	This is despite relatively frequent bus services connecting Skipton, and settlements in south Craven to towns and cities in West Yorkshire and East Lancashire, including Leeds and Burnley. Skipton’s low bus mode share could be attributed to the convenience and often cheaper cost of private car travel, as well as a lack of pedestrian links to the bus station. Intervention is therefore required to improve sustainable links to the bus station and improve the attractiveness of bus travel; this would contribute towards increasing bus patronage and reducing reliance on private car travel.
Summary of future issues	
Future Ready & Resilience	The resilience of town centres and the need to be future ready is an increasing priority and will continue to have an impact on Skipton. This is particularly important given the climate emergency and associated targets for net-negative carbon emissions in North Yorkshire; a reduction in transport emissions can play a pivotal role in achieving this ambition.
Future Investment & Planned Development	There are strong growth aspirations for Skipton; this growth will continue to put pressure on the transport network and rebalancing movement will be important.
Economic Growth and Strategic Connectivity	Strategic connectivity both locally and across the wider LCR will play a key role in facilitating economic growth in Skipton. The provision of strong, sustainable transport links will support the movement of people and goods, ensuring this growth is good for people, good for the economy and good for the environment;

Lower levels of investment and development	Within Skipton, constraining plans for economic growth, increased residential and commercial development, and a revitalised town centre area.
Population Growth & Societal Changes	Skipton has a r growing and ageing population, together with significant planned development. By 2030, there will be a 24% increase in the population aged 65+ and a 4% decrease in the working age group. This results in lower economic activity, reducing the ability of the local labour force to support economic growth and development. There is a need to retain and attract younger people live and work in the town, and the wider district.

The remainder of this section contains:

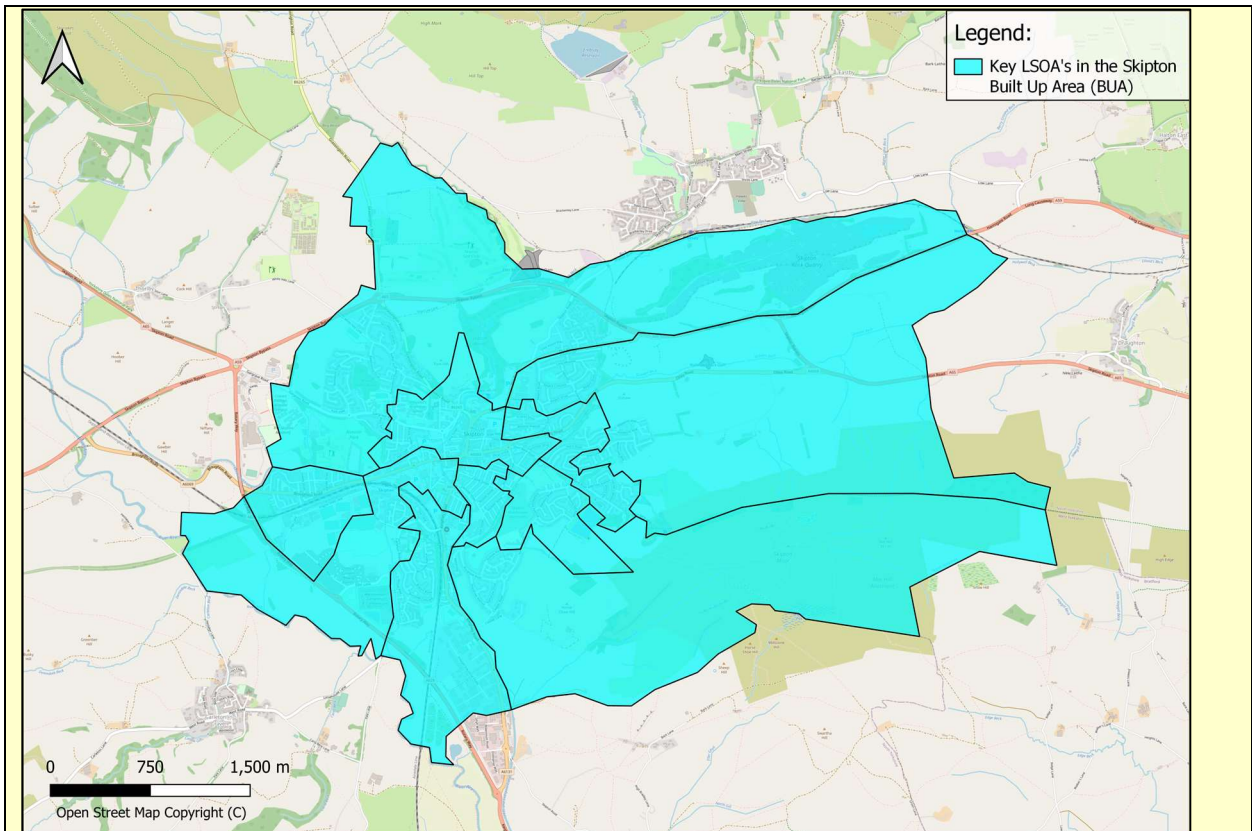
- A description of the spatial context; outlining the location of Skipton, the relevant administrative boundaries, local government organisations and their key strategies and policies.
- The economic context; setting out the different employment sectors within Craven and how they compare to regional and national levels.
- Socio-demographic context; detailing the population background, education sites and attainment levels and levels of deprivation and associated car ownership figures.
- The transport context; analysing the existing transport gateway in Skipton and associated levels of usage, as well as commuting flows, journey to work mode share and cycling and walking catchment areas around the Station.
- Anticipated future conditions; looking at population growth, planned developments, prevailing trip patterns, economic growth, and ways to make Skipton future ready.

It should be noted that this Strategic Case utilises Census data collected in 2021 and 2011. Evidence is presented at both a district and local level, covering the Skipton Built-up Urban Area (BUA) and the wider Craven District. At this time, Skipton operated under a two-tier government structure, with Craven District Council (CDC) serving as the Local District Council, and North Yorkshire County Council (NYCC) serving as the Highway Authority for the North Yorkshire region. However, since the data was collected, and following government consultation on local government reorganisation, it was announced that North Yorkshire County Council (NYCC) and the seven district and borough councils within North Yorkshire, would be replaced by a single unitary council – North Yorkshire Council (NYC) – as of April 2023.

It should, therefore, be noted that any subsequent references to Craven as a district, reflect the geographical formation of the area prior to the council merge in April 2023.

Where possible, Census 2011 data has been revisited and updated with figures from the 2021 Census. However, please note that the full Census 2021 dataset has not yet been published, and therefore, in some instances the 2011 data has been retained. In terms of Built-up Urban Area (BUA) data, this has not yet been published for Census 2021. Therefore, the approach has been to represent data from key Lower Super Output Areas (LSOAs) in the BUA boundary. For instances where this has been used, the chosen key LSOAs are displayed below on Figure 2-1 for reference.

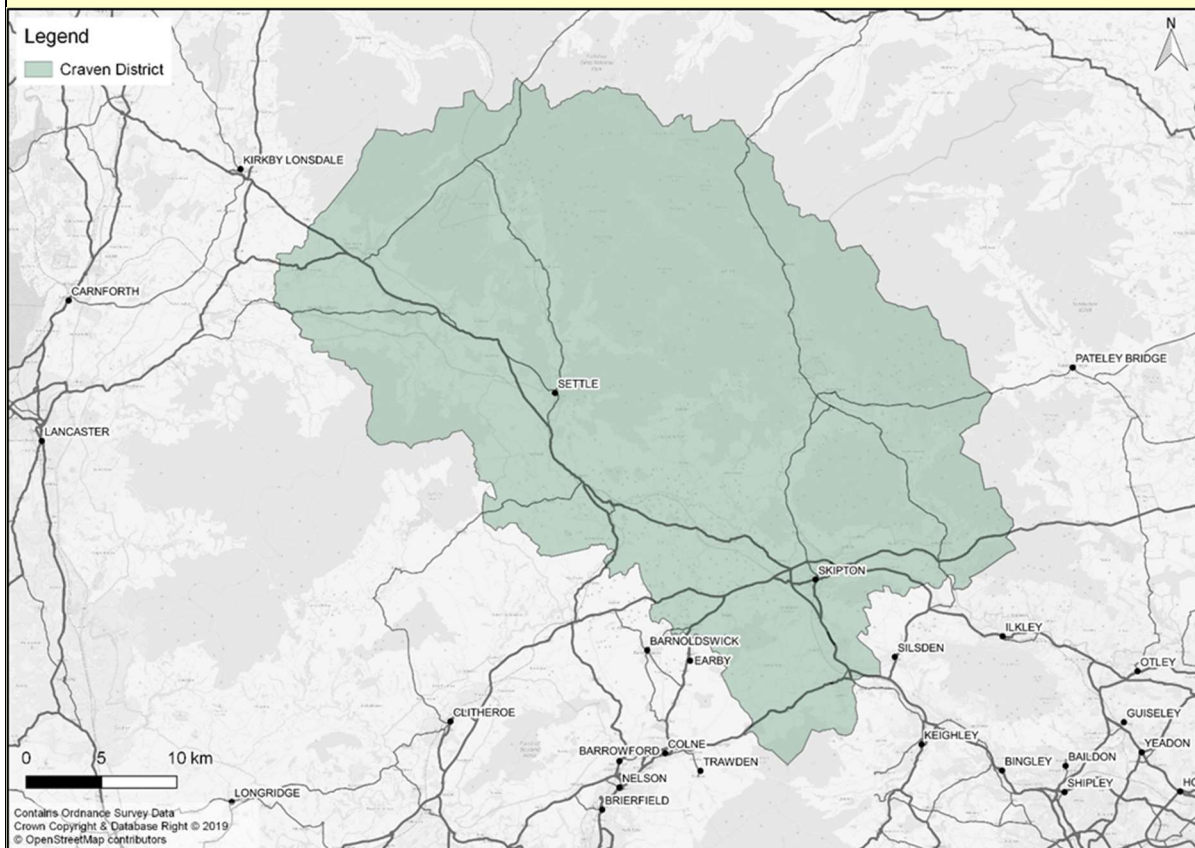
Figure 2-1: Skipton LSOAs in Built-up Urban Area boundaries



Spatial Context

The former Craven district, illustrated in Figure 2-2, is situated at the western extent of North Yorkshire. The district is bordered by Lancashire and its districts - City of Lancaster, Ribble Valley, and Pendle - immediately to the west and to the south by Bradford Metropolitan District, while the Yorkshire Dales National Park lies to the north and east.

Figure 2-2: Craven District Location



The market town of Skipton is the former district’s Principal Town and, as such, provided the commercial and economic centre of Craven. It is also the focal point for future growth.

Skipton is commonly referred to as the “Gateway to the Dales” and, as such, benefits from good transport linkages, in particular to the Leeds City Region (LCR). Skipton lies close to the A65, which connects Leeds and the Lake District, and to the A59, connecting York and Liverpool; the A629 and A650 also provide good road connections to Bradford and neighbouring towns such as Keighley and Bingley.

Rail services calling at Skipton Railway Station provide regular connections to neighbouring towns and cities, including Bradford and Leeds. Over 1.2m passenger journeys through Skipton station were recorded in 2018/19 and 2019/20, the second highest of all stations in North Yorkshire with passenger demand anticipated to grow by 0.4% annually, with a total 8.2% rise in rail demand at the station by 2043.

Skipton Bus Station is a stop along several bus service routes which operate within the district and to neighbouring authority areas, including Leeds. The bus station is situated centrally in the town centre, off Keighley Road (A6131) and approximately half a mile from the railway station. The bus station consists of eight bus stands and services are operated by a range of operators such as Keighley Bus Company, Transdev, Stagecoach, and Arriva. Services provide connections (typically hourly) to areas within Skipton, to smaller villages in the immediate vicinity and to towns in the neighbouring Bradford district, including Keighley and Ilkley, with more frequent services of around 30 minutes. There are also bus services to larger towns and

cities such as Leeds, Burnley, Manchester, and Preston, which typically operate hourly. National Express services to London are also available from Skipton Bus Station.

Skipton falls within the administrative boundaries of the following organisations:

- West Yorkshire Combined Authority;
- York & North Yorkshire Local Enterprise Partnership; and
- North Yorkshire Council.

The following section discusses each of these organisations in turn, demonstrating how their respective policies and strategy documents support the strategic need for the scheme.

Additionally, Craven District previously fell within the boundary of the Leeds City Region LEP, with established business and commuting connections. However, since the initial TCF bid submission, the District Council no longer forms part of the administration, yet remains a strategic economic partner and neighbour.

West Yorkshire Combined Authority

The West Yorkshire Combined Authority (WYCA) brings together local councils and businesses, across the LCR, to build a strong and successful economy so that everyone in the region can benefit from economic prosperity supported by a modern, accessible transport network, housing, and digital connections. WYCA's long term priorities include:

- Developing a productive economy that recaptures the spirit of enterprise and innovation that first shaped the region;
- Building a modern, accessible transport network that supports prosperity, job creation and quality of life; and
- Enabling inclusive growth that works for everyone.

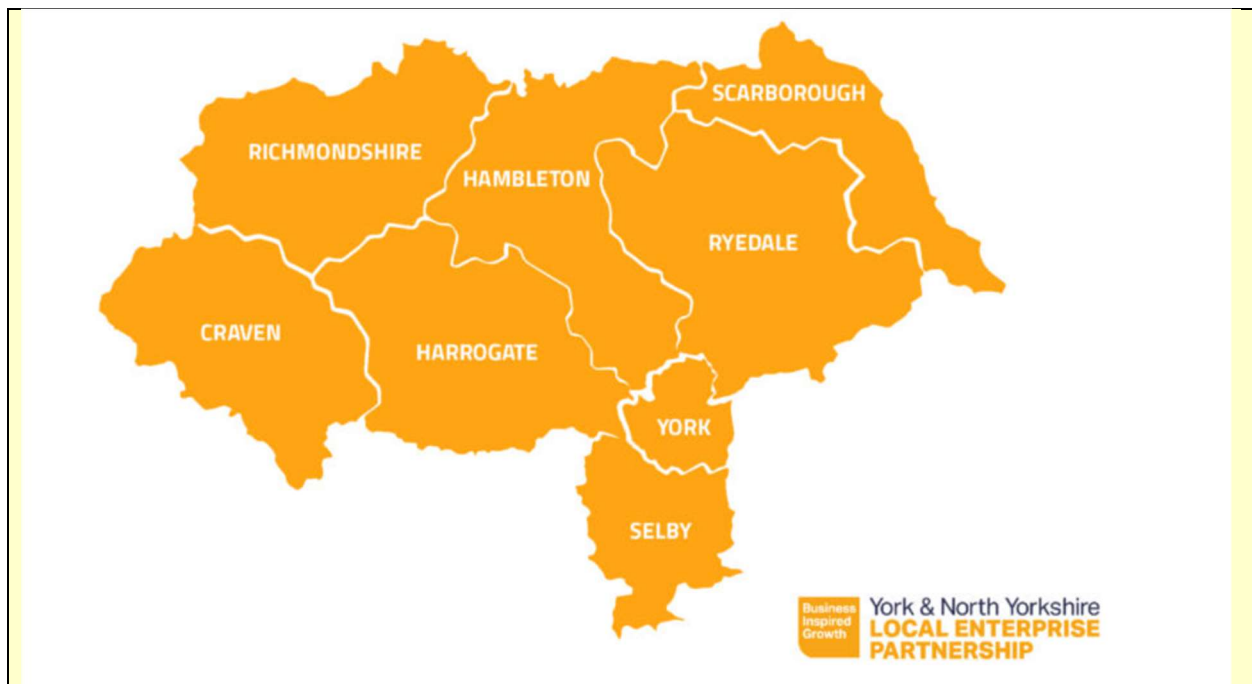
WYCA is currently investing around £2 billion in delivering better transport and housing, to regenerate its towns and cities and protect its environment. Through collaboration with the LCR Local Enterprise Partnership (LCR LEP), WYCA work closely with the private sector to ensure its plans meets the needs of employers in the region, helping to ensure that its investment meets the needs of communities and contributes to the delivery of local priorities.

As one of the principal towns neighbouring the Leeds City Region, Skipton plays an important role in the regional economy; as such, investment in the town will make a significant contribution towards helping WYCA achieve their long term priorities, particularly for developing a productive economy, supporting prosperity, and enabling inclusive growth.

York, North Yorkshire LEP

Craven sits within the York & North Yorkshire LEP area – this is visually presented in Figure 2.3.

Figure 2-3: York, North Yorkshire LEP



The YNY LEP works with public and private sector partners to deliver economic growth across York and North Yorkshire in line with a vision to become England's first Carbon negative region. The unique selling point adopted by the LEP is clean growth enabled by the circular Bio-economy. Recent significant infrastructure investment funded through the Local Growth Fund will be complemented and added to by the proposed TCF interventions. The YNY LEP's Local Industrial Strategy sets out four key priorities:

- Connected & Resilient places;
- People reaching their full potential;
- An Economy powered by good business; and
- World leading land management.

Craven makes a significant contribution to the YNY economy, playing a key role in the activities listed above, in particular 'people reaching their full potential' and 'connected and resilient places'. It is therefore important to support the area, given its current and growing potential to significantly benefit the regional economy.

North Yorkshire Council

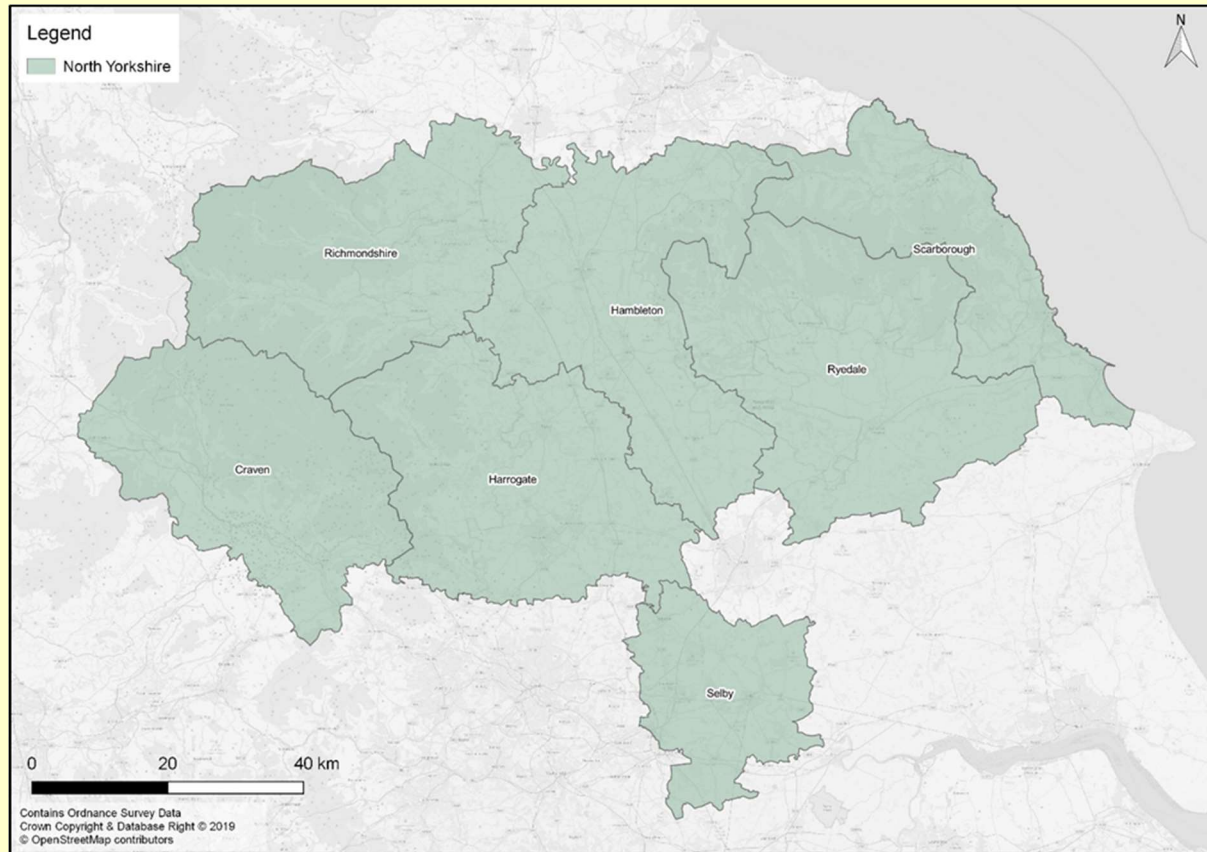
Skipton, formerly part of Craven district, lies within the North Yorkshire Council (NYC) administrative area; this area also includes six other districts/boroughs - Selby, Harrogate, Richmondshire, Hambleton, Ryedale, and Scarborough – and is visually presented in Figure 2-4.

NYC is responsible for providing a wide range of public services, as well as representing, and promoting, the interests of the County within the wider Yorkshire and North-East region, and across the whole of the UK and abroad. Since the North Yorkshire government restructure in April 2023, NYC now assumes the full range of local authority responsibilities previously provided by the local district and borough councils (including Craven Borough Council).

The Council Plan for North Yorkshire (2023-2027) sets out ambitions for 'a well-connected and planned place with good transport links and digital connectivity' and 'economically sustainable growth that enables people and places to prosper'. The plan recognises a need to ensure that the transport network and related services are as reliable and efficient as

possible, both to support the existing economy and to help facilitate future economic growth ambitions as well as being sustainable. The NYC Plan is discussed in more detail in Section 2.1.4.

Figure 2-4: North Yorkshire Council Administrative Area



Craven

The former district of Craven has strong economic links with the Leeds-Bradford conurbation, in addition to those with the predominantly rural areas to the east and north of the district. Given its position, at the western extent of North Yorkshire, Craven also has economic links to East Lancashire, and north Lancashire including Lancaster.

The town of Skipton faces a number of economic, socio-demographic, and transport-related challenges, each of which have the potential to constrain future growth and hinder progress towards becoming carbon-neutral by 2030, in line with local, regional, and national Climate Emergency Declaration targets.

These challenges are described in the following section, in order to demonstrate the strategic requirement for the TCF investment.

Economic Context

Employment

Craven’s economy is characteristic of its rural setting, with a focus on administrative, retail, service-based businesses, and tourism. However, the district’s economy is becoming increasingly diversified, with emerging strengths in sectors such as construction and manufacturing.

Table 2-1 summarises the sectors with the largest employment proportions in the district, in terms of number of jobs.

Table 2-1: Main Employment Sectors within Craven (2021)

Employee Jobs by Industry	Craven (Employee Jobs)	Craven (%)	Yorkshire and The Humber (%)	Great Britain (%)
Sectors where the proportion of jobs in Craven is <u>higher</u> than the national average				
Administrative and Support Services	6,000	19.4%	8.9%	8.9%
Accommodation and Food Service Activities	3,500	11.3%	7.1%	7.5%
Construction	2,000	6.5%	4.6%	4.9%
Manufacturing	3,000	9.7%	11.8%	7.6%
Sectors where the proportion of jobs in Craven is <u>lower</u> than the national average				
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	4,000	12.9%	13.6%	14.4%
Transportation and Storage	800	2.6%	5.6%	5.1%
Professional, Scientific and Technical Activities	2,000	6.5%	6.4%	8.9%
Education	2,250	7.3%	9.7%	8.8%
Human Health and Social Work Activities	2,000	6.5%	14.8%	13.7%

Source: ONS Business Register and Employment Survey, 2021

As shown in Table 2-1, the working resident population of Craven has a higher than average proportion of residents in Administrative and Support Services (19.4%) and Accommodation and Food Service Activities (11.3%). This is perhaps due to the nature of the district, which serves as a popular tourist destination, particularly Skipton as the principal town, resulting in a greater demand for jobs within the Accommodation and Food Services Industry.

The town of Skipton has a particular concentration of employment in higher value industries, with significant sector strengths in areas such as finance, manufacturing engineering and pharmaceuticals. Key employers in the town include Skipton Building Society, JN Bentley Civil Engineering and Dechra Pharmaceuticals. Improved accessibility to Skipton town centre and the rail station is therefore needed to ensure the high value jobs in the town can be serviced. In doing so, this would enable Skipton (and the wider district) to make a larger contribution to city region level economic growth ambitions, particularly given its strengths in prime and enabling capabilities. This is supportive of the UK's National Infrastructure Strategy, which focuses on 'levelling up' the country, as well as WYCA's SEF commitment to addressing widening spatial inequality, ensuring the region is "recognised globally as a place with a strong, successful economy".

Although greater opportunities are emerging in high value industry sectors, most jobs in the district are currently within lower value sectors. Typically, the traditionally lower paid roles within such sectors are occupied by local residents, whereas in-commuters from other areas are attracted by the higher paid opportunities within the district. This highlights the need to build on

existing sector strengths to deliver more higher value employment opportunities, to support economic growth and development in Craven, and create higher paid, higher skilled opportunities for local people. This is in line with Craven District Council’s Local Plan (2012-2032) ambition to provide better paid local job opportunities; specifically, employment and commercial led mixed-use regeneration in the area around Skipton Railway Station is identified under Policy SP5. Key to facilitating these developments is the provision of an efficient and sustainable transport system in the town, encouraging “Good Growth” – that is, good for people, good for the economy and good for the environment¹. Please note that despite the abolition of CDC, the existing Local Council statutory documents such as the Local Plan, have been retained as valid documents until an NYC replacement is published.

Socio-Demographic Context

Population Demographic

As Craven’s Principal Town, Skipton is the largest settlement in the district by a substantial margin; the key LSOAs in the Built-up Urban Area (BUA) of Skipton have a total population of 15,385, which accounts for more than 27% of Craven’s total population and makes it one of the most populous towns in North Yorkshire.²

Within the district, there is an evident population skew, with over a quarter (26%) of Craven’s population aged over 65. This is significantly higher than the national and regional averages of 18%³. Craven’s population is forecast to continue to further grow and age: by 2030, there will be a 24% increase in the population aged 65+ and a 4% decrease in the working age group (North Yorkshire JSNA 2021). The district’s ageing population has a number of social and economic implications, which will only exacerbate without adequate intervention to address the challenges, and ensure the town is able to cater for its growing elderly population.

Firstly, Skipton’s ageing population is likely to result in significantly more residents residing in and around the town centre, as local shops and services will be in accessible walking distance of these residential areas. This, in turn, will place increased demand on infrastructure, particularly the local transport network as this larger resident population looks to access employment, education, services and facilities both within the district and beyond. This shift towards more town-centre living will also have an impact on access to key services, particularly for the elderly and those with limited mobility. The transport and movement infrastructure provided must be able to accommodate and support Skipton’s ageing population, ensuring residents are able to remain active and mobile, while helping to reduce isolation and loneliness. It is therefore important to provide a balance of infrastructure across a range of modes that support the varying needs of the changing population. Ultimately, the transport network must ensure Skipton is able to adequately cater for its ageing population, providing resilience against future growth projections and provide a network that is fully inclusive to all, regardless of age or personal mobility. In addition, it is important that Skipton’s transport network provides strong connectivity to opportunities across the wider LCR, as well as locally. This includes supporting access to education and employment opportunities across

¹ Please note that despite the abolition of CDC, the existing Local Council statutory documents such as the Local Plan, have been retained as valid documents until an NYC replacement is published.

² Census 2021, Population data

³ ONS 2018-based subnational population projections for local authorities and higher administrative areas in England

the wider region for younger people, but also in order to attract and retain younger residents to counteract the impacts of the ageing population.

From an economic perspective, Skipton's ageing population reduces the ability of the local labour force to support sustained economic growth and development. A relatively limited amount of capacity exists to grow the labour supply from the current resident population; this constrains economic growth and highlights the need for importing a proportion of the local workforce, which is dependent on strong connectivity with the wider city region. Ultimately, this needs to be balanced and measures put in place to retain and attract more young people to live and work in the local area. This highlights the importance of providing enhanced connectivity between Skipton and the LCR, facilitating the easy movement of people and goods, enabling inclusive growth in line with WYCA's SEP, as well as supporting SEF ambitions to level up the region.

Education

Academically, Craven District performs well, with residents achieving significantly higher than average qualifications at NQT Levels 1 to 4 (and above), when compared with national and regional averages. The area is renowned for its high performing schools; The Sustainability Appraisal Scoping Report, prepared as part of the Local Plan, states that:

"The plan area contains some of the best schools in the country...based on GCSE results for summer 2012 published, Skipton Girls High School achieved the sixth best performance of any school in England".

However, within Skipton itself, the town has a lower than average proportion of residents with qualifications at NGV4 level and above (37.6%), compared with both Yorkshire and the Humber (38.0%) and Great Britain (43.5%) (Census 2021). In addition to this, in Skipton a higher than average proportion residents have no qualifications, (14.6%) in comparison to Yorkshire and the Humber (7.8%) and Great Britain (6.8%). Within Skipton town centre itself, there is a lack of 18+ educational institutions, meaning residents need to travel further to access these opportunities.

This results in issues of cross boundary trips that are prevalent within secondary and further education. This includes pupils making daily trips into Craven, to attend schools and colleges in Skipton and the south of the district, while, in the north, issues of rurality mean that there are school children who travel out of the district to the schools within Lancashire and Cumbria.

Accessibility and demand for good education can affect travel patterns, and result in additional trips on the transport network, contributing to issues of congestion. The education provision available in Skipton attracts daily trips from surrounding areas; as such, good transport links are vitally important to enable pupils to have opportunities to access education, whilst not adding pressure to the transport network. Given the rural hinterland surrounding Skipton, good accessibility to Skipton Railway Station is considered intrinsic to enabling people to access the town by sustainable transport modes. Conversely, it is also important to recognise that providing access to higher education outside of Skipton and improving links to Leeds, Bradford, and other places further afield (Lancaster, Manchester etc) helps with improving access to opportunities and contributes to upskilling the local population.

Improved connectivity to educational establishments will make a key contribution towards WYCA's SEP Priority 2 – Skilled people, better jobs; through enhancing the knowledge and capabilities of the population to facilitate 'good growth', opening up opportunities to high-skilled,

high-paid jobs. Improved connectivity to the Leeds City Region benefits residents through enhancing access to a broader range of educational opportunities, and benefits businesses through enhancing access to a larger labour market. By ensuring these links are sustainable, this will contribute towards the delivery of Priority 3 - Clean energy and environmental resilience, through encouraging increased uptake of low carbon, low emission modes of travel such as walking and cycling, for accessing education and skill-building opportunities.

Deprivation

There are two areas of Skipton - Horse Close and Greatwood, both to the southeast of the town - that fall within the 20% most deprived areas of the country. Together, these areas comprise a population of approximately 2,200 people, where an average of almost 31% of households do not have access to a car; this is significantly higher than the national average of 23.5%.⁴

The implication of this is that residents of this area are likely to be more reliant on other (non-car) modes to access services, facilities and employment and education opportunities, highlighting the need to ensure good levels of accessibility for alternative modes, ensuring opportunities for all, regardless of income or vehicular ownership.

Improving access to education, training opportunities and key employment sites are critical for tackling deprivation and delivering opportunity for all. Improvements to active mode infrastructure provision within the town will improve accessibility to opportunities, such as higher value employment, as well as encouraging active and healthier lifestyles, helping to reduce the disparity amongst communities within the town.

The Skipton Station Gateway TCF will enhance access through the delivery of active and sustainable links across the town centre, improving connectivity to key sites including employment, educational establishments, residential areas, as well as the improving access to the Bus and Rail stations for onward travel. This will facilitate better access to jobs and education, helping to overcome transport-related barriers that previously inhibited people from accessing these opportunities. The TCF infrastructure improvements help to provide a foundation for tackling some of deprivation related issues within Skipton and the wider district.

Car Ownership

Within the district of Craven, the proportion of households with access to at least one vehicle is 85% (Census 2021). This is largely similar to that of the wider county average; however, it is significantly higher than the national average of 76%. This difference reflects the rural nature and expansive geography of the district, and the county as a whole; and suggests that residents are more likely to rely on a private vehicle to access services, employment, and education, because of both distance and, potentially, less comprehensive public transport coverage.

Such high levels of car dependency across the Craven District has environmental implications, particularly given North Yorkshire Council's commitment to becoming a carbon negative region by 2040, as well as WYCA's broader target for West Yorkshire to become a net zero carbon economy by 2038. Therefore, in light of local, regional, and national policy, there is a need to reduce dependency on private vehicles and encourage a shift to more active and sustainable modes (walking, cycling, rail and bus).

⁴ Census (2021)

The Skipton Station Gateway TCF scheme recognises this requirement, providing better local and regional connectivity via a range of non-car modes, and supporting a shift towards more active and sustainable modes. The scheme will help to decarbonise the transport sector through the provision of a multi-modal network of sustainable infrastructure across the town (including better provision for pedestrians and cyclists, EV charging points, reallocation of road space to prioritise active and sustainable modes, etc.) and reducing the need to travel by private car. The scheme will therefore help contribute to local, regional, and national decarbonisation targets, supporting a shift to more active and sustainable travel.

For residents of the Skipton BUA specifically, the proportion of households with access to a car is 76%; this is in line with the national average but is lower than the district-wide figure of 85% (Census 2021). This is perhaps reflective of Skipton being the Principal Town in the district, with a concentration of employment opportunities and access to services and facilities, including the bus and railway stations to help facilitate onward travel, as well as the influence of the low levels of car ownership in the deprived areas of the town.

The Skipton Station Gateway TCF scheme will help encourage reduced reliance on private vehicles, instead promoting active and sustainable modes of travel as safe, convenient, and viable alternatives. The scheme will encourage walking and cycling for shorter, local trips, in addition to improving connectivity to the Bus and Rail Stations to facilitate cross boundary, onward travel, reducing the propensity to travel by car. This is particularly relevant given the lower levels of car ownership within Skipton in comparison to the district average; the scheme will ensure residents are able to access opportunities both locally and across the wider LCR, including at the economic hubs of Leeds and York, and help to overcome transport barriers for those without access to a car.

Transport Context

Local Overview & Existing Transport Network

Skipton attracts a large number of visitors during summer periods, with tourism making a significant contribution to the local economy. The town experiences relatively high levels of outward commuting, with 45% of Skipton residents also working in the town. This, coupled with the relatively small and compact nature of Skipton, means that active travel modes are feasible, both for tourists, residents, and commuters within the built-up urban area.

Despite this, there are shortcomings with the existing walking and cycling infrastructure. Safe cycle storage facilities across the town centre are limited, and there is a lack of quality walking routes across the town. Despite the poor provision of walking routes connecting Skipton, there remains high levels of walking as a mode share when travelling to work, at 26% and 17% in the 2011 and 2021 Censuses, respectively. This is significantly higher than the national averages of 11% and 8%, in the same years, respectively. The enhanced pedestrian routes to be delivered through the proposed scheme, could help further increase levels of walking in the town. Skipton has a low cycle to work mode share of 1% in both the 2011 and 2021 Census. The proposals to increase safe cycle storage at Skipton Railway Station could help encourage greater uptake of cycling, particularly for those accessing Skipton Railway Station.

The high level of intra-town commuting, coupled with high footfall from tourists and visitors, suggests that there is significant scope to increase levels of walking and cycling within the town. This will help reduce reliance on private vehicles for shorter, local trips, therefore supporting WYCA's SEP priority to deliver "Clean Energy and Environmental Resilience" and helping to

deliver the LCR TCF objective for “Clean Growth” and work towards becoming a net zero carbon economy by 2038.

In addition to the above, Skipton also has a lack of dedicated cycle infrastructure, including a lack of secure cycle storage facilities, as well as poor pedestrian permeability between the Railway and Bus Stations; largely due to substandard footway widths, vehicle dominance surrounding the Stations, and limited provision for safe crossing. These attributes are characteristic of the town’s historic townscape and restricts opportunities to deliver infrastructure to modern standards. This has resulted in limited opportunities for sustainable modal transfer and low uptake of multi-modal trips, with only 1% of individuals accessing Skipton Railway Station by bicycle⁵. Levels of walking in Skipton as a mode of travel to work are significantly higher than the district, regional and national averages, despite the lack of safe walking provision. As above, there is significant scope to increase these levels, particularly given the compact nature of the town, with most areas being no more than one mile from the town centre and Railway Station, and thus readily accessible on foot.

In terms of public transport provision in Skipton, there are two key transport hubs – Skipton Railway Station, located on Broughton Road to the south west of the town centre, and the bus station, located off Keighley Road in the centre of the town. The railway and bus station are located approximately half a mile apart; the primary main pedestrian links between the two comprise footways adjacent to the main roads (A6069 – Broughton Road), which also connect the rail station with the town centre. The two stations can also be accessed on foot via Black Walk, which is narrow and relatively secluded and provides a connection eastward from the station to Craven Street and onwards to the bus station. Improvements to Black Walk, as proposed through the TCF scheme, could make this a more attractive and viable route, therefore helping to increase the number of people making this movement on foot or by bike.

Transport Gateway

A Transport Gateway represents the main point of entry to a town and, as such, should convey a strong and positive sense of arrival, providing a clear indication as to how to access the town centre, key local destinations, and wider area, by a range of transport modes. A Transport Gateway should encourage the use of more sustainable modes, and active travel, through clear integration with the town centre through the provision of high-quality pedestrian paths and cycle links. As mentioned, Skipton is commonly referred to as the ‘Gateway to the Dales’. Skipton Railway Station is the main Transport Gateway in the town and also serves the wider rural district.

Skipton is a Grade II listed railway station; however, its existing facilities, surroundings, accessibility, and relationship to the town centre provide a relatively poor Gateway experience. The limited facilities and poor visual amenity require improvement, befitting of the station’s regional importance and level of usage - with more than 1.2 million passenger journeys undertaken in 2018-2019. This level dropped to just over 360,000 journeys in 2020-2021, however it is to be noted that this was recorded at the height of the COVID-19 pandemic. This level increased to over 940,000 journeys between 2021-2022, as the UK began to recover from the pandemic and travel restrictions were removed.

Figure 2-5 shows the point of arrival in the town, when visitors exit the station building. As shown, the area is dominated by car parking, which results in an unappealing environment,

⁵ 2017 Station Passenger Surveys

with poor quality public realm and a subsequent lack of any sense of place. There is also very limited pedestrian permeability, with the unappealing area reducing the attractiveness of walking to/from the station.

Figure 2-5: View from Skipton Railway Station



The poor provision of pedestrian routes, signage, and wayfinding for visitors adversely impacts the street scene and overall Gateway arrival experience in Craven's Principal Town.

Transition between different modes of transport at the station is also poor, discouraging multi-modal trips. The dominance of car parking within the current design gives the perception of the car as the dominant mode, with resulting poor accessibility and issues of safety for non-motorised users. There are no clear, obvious, or attractive links for active mode travel to the surrounding area or town centre, and wayfinding information is limited.

Cycle provision in the Gateway area, and in Skipton as a whole, is limited, with the primary route to the station being along Broughton Road (9,327 Average Annual Daily Flow (AADF) 2019 Manual Count), which has no formal provision for cyclists. Cycle parking at the railway station consists of twenty spaces on the platform, which limits the potential for cycling to the station. The existing cycle spaces are also open to the general public and enhanced provision to improve security would enhance provision at the station.

Similarly, the surrounding pedestrian environment can be described as uninviting; this is largely a result of the level of car dominance near the station, and the fact that provision is limited to footways that circulate around the car parking area connecting to Broughton Road. This lack of quality provision for active modes, and perception of poor safety around these routes, due to narrow footpaths and lack of safe crossing facilities, conflicts with both the aspiration and the necessity for increased use of sustainable transport modes in Skipton and across the wider

district. It is well documented that provision of ‘healthy streets’ with open, attractive walking and cycling routes can encourage an increase in users, and in Skipton will offer a positive welcome to the town for people arriving by rail.

In terms of integration with public transport, there is a bus stop within the station forecourt which provides limited town services operating to the surrounding area and means that integration of the railway station with the town’s bus station, which is approximately 0.5 miles (10-minute walk) to the east of the railway station, is poor. This presents issues for people, particularly visitors, arriving at the railway station and wishing to transfer seamlessly onto a wider range of local bus services that do not stop at the railway station.

The ease of transfer between modes will become more important as rail usage continues to grow in future, with on average 2.57% growth expected to occur per year up to 2043. Skipton Railway Station already experiences high levels of usage when compared to other North Yorkshire stations, with over 940,000 passenger trips in the year 2021-2022 post-COVID restrictions (ORR, 2022). This is a significant increase from 2020/2021, that saw just over 365,000 passenger trips been made through the Station as a result of the COVID-19 pandemic and its associated travel restrictions. This sharp increase in recovery following the pandemic reflects the growth trends in rail usage through Skipton Station since the previous year, suggesting that there is potential to increase Skipton’s rail patronage further in an attempt to return to pre-COVID levels. This growth will be unlocked by general population and employment growth, as well as planned and potential rail upgrades and enhancements affecting Skipton Railway Station (discussed in detail later in this section).

Without investment in the provision of sustainable infrastructure, to better cater for non-car modes, car use will continue to be the dominant mode in the town and around the Gateway area. The associated adverse impacts of this lack of infrastructure will be further exacerbated as forecast growth occurs, and demand for travel increases.

The issues relating to the Transport Gateway further emphasise the importance of delivering sustainable transport improvements in this area, to ensure the level of provision appropriate to the increasing number of passengers using the station, and to address accessibility issues including the lack of interchange between different transport modes.

Travel and Commuting Patterns

Table 2.2 sets out the proportion of residents across the County, that both live and work in the same district. This shows that except for Selby, Craven has the lowest proportion of residents that both live and work in the same district, suggesting that relatively large numbers of people undertake cross-boundary commuting trips for work.

Table 1.2: Proportion of residents living and working in the same district*

Craven	Hambleton	Harrogate	Richmondshire	Ryedale	Scarborough	Selby
57%	60%	71%	66%	65%	82%	41%

**Please note that Census 2011 data has been used as the 2021 dataset is not yet available for origin-destination data.*

The district has high levels of out-commuting to cities such as Bradford and Leeds, although conversely Leeds also has high levels of commuters travelling to Craven District. Craven

District also has economic ties with East Lancashire, in particular with nearby towns in Pendle and northern Lancashire including the City of Lancaster.

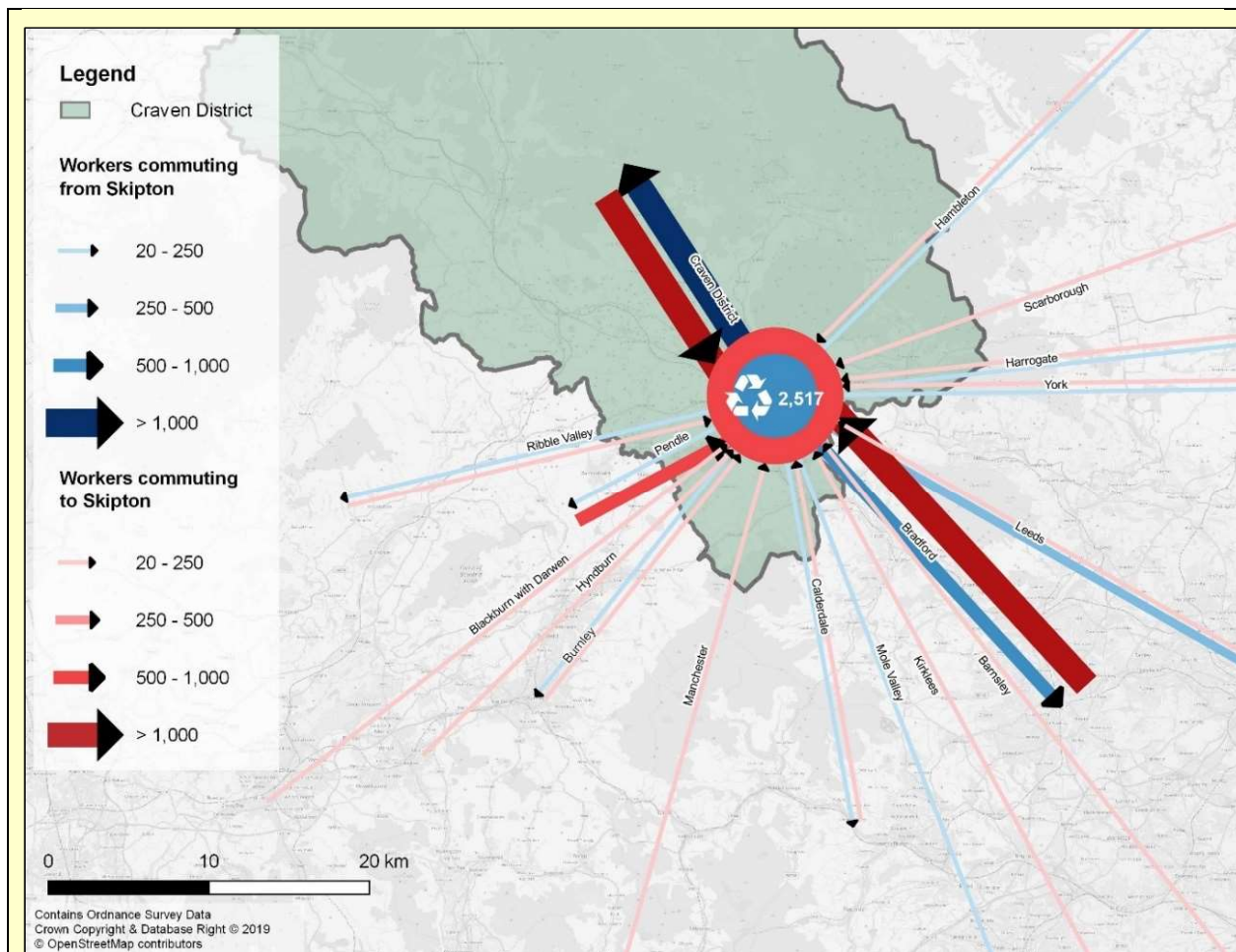
This high level of cross boundary commuting flows highlights the importance of ensuring good levels of accessibility, between Skipton and the larger economic centres in the LCR, to facilitate the movement of people to access employment opportunities. In order to align with local, regional, and national targets to decarbonise the transport sector, the accessibility of sustainable travel options (rail, bus, cycling and walking) is of significant importance if high demand for travel outside of the district is to be managed in a sustainable way.

As stated in WYCA's Carbon Reduction Pathways Report, a reduction in transport emissions requires ambitious action from West Yorkshire to go beyond current national targets and policy commitments. This involves a significant reduction in private car use, the ambitious roll out and rapid uptake of electric vehicles, and a journey shift to shared, active and public transport. This is required alongside increases in rail passenger and freight capacity, which will need to be accommodated through expansions of infrastructure and/ or service levels.

The Skipton Railway Station Gateway scheme will contribute towards WYCA's decarbonisation aspirations and will help enable North Yorkshire to meet their net-zero emission reduction targets. Specifically, it is anticipated that the provision of new pedestrian, cycling and rail access infrastructure is expected to encourage modal-shift to active and shared modes, thereby avoiding trips that would otherwise have occurred by private vehicle. Additionally, the scheme will install eleven new Electric Vehicle charging points within the Station car park, which will have a beneficial impact on greenhouse gas emissions by enabling EV uptake and leading to associated reduction in emissions of surface road transport. As part of the re-configuration of the car park ducting will also be included to expand EV charging network in the future. The provision of EV charging, inclusion of enabling infrastructure to accommodate increasing demand, improved cycle storage, and enhanced rail service will establish the gateway as a future ready transport hub. The carbon impacts will be quantified, managed, and reduced through design process using WSP Carbon Zero Appraisal tool. This is reported in Section 2.1.2 and appended at Appendix F.

Commuting patterns, to and from Skipton, are illustrated in Figure 2.6. This shows a significant net flow of workers into Skipton, with almost 3,000 more people travelling in to access employment than travel out, supporting the earlier finding around a lack of local labour supply. This highlights the need for good levels of accessibility between Skipton and the larger economic centres in the LCR, to enable good linkages and connectivity between people and employment opportunities, whilst also improving local labour supply.

Figure 2.6: Commuting flows to and from Skipton



The data, showing 18,000 two-way commuting trips per day across the district, emphasises the importance of maximising connectivity with key locations across the city region. Projections which show continued economic and population growth in future further highlight the need for good levels of accessibility between Skipton and larger economic centres in the LCR, to enable strong links and connectivity between people and employment opportunities.

Despite the high volumes of cross-boundary commuting, most Craven residents (57%) still also work in the district (Census 2021 Journey to Work data). This emphasises the strategic importance of sustainable local connectivity, to increase opportunities for active and sustainable trips, and reducing the need to travel by car. In addition, a key focus of the scheme is enhancing access to the railway station to provide better connectivity to employment and educational opportunities across the wider LCR, helping to boost productivity and economic growth, whilst ensuring this growth is sustainable.

This is in line with the government’s National Cycling and Walking Investment Strategy ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040. The Skipton TCF scheme will help deliver against this objective through providing better connectivity to key town centre and employment and education destinations, thereby enhancing opportunities for a sustainable mode shift towards walking and cycling as an alternative to the private car. Similarly, a key focus of the TCF scheme is enhancing the Station’s status as a strategically important sustainable transport gateway; this will enhance connectivity with the LCR via non-car modes, encouraging increased uptake of rail and bus for

longer trips. In turn, this will help deliver against the Government’s Transport Decarbonisation Plan (TDP), putting the UK on route to achieving net-zero emissions by 2050.

Census Journey to Work data has been interrogated to understand the main mode choice for commuting journeys undertaken by Craven and Skipton residents, regardless of destination. Data is presented below for both 2011 and 2021, given that the COVID-19 pandemic and ‘stay at home’ guidance resulted in significantly more people working at home when the 2021 Census data was collected. The data for Skipton is presented alongside the respective averages for North Yorkshire, Yorkshire and The Humber and England.

Table 2.3: Journey to Work Mode Share (2011)

Usual Residence	Work mainly at or from home	Car (driver or passenger)	Train	Bus	Walk	Cycle	Other
Skipton	5%	60%	4%	3%	26%	1%	1%
Craven	9%	67%	4%	2%	16%	1%	1%
North Yorkshire	9%	68%	2%	3%	15%	2%	1%
Yorkshire and the Humber	5%	69%	2%	9%	12%	2%	1%
England	5%	66%	6%	8%	11%	3%	1%

Table 2.4: Journey to Work Mode Share (2021)

Usual Residence	Work mainly at or from home	Car (driver or passenger)	Train	Bus	Walk	Cycle	Other
Skipton	30%	48%	2%	1%	17%	1%	1%
Craven	33%	52%	1%	1%	11%	1%	1%
North Yorkshire	30%	54%	1%	1%	11%	2%	1%
Yorkshire and the Humber	26%	57%	1%	5%	8%	2%	1%
England	33%	50%	2%	4%	8%	2%	1%

As shown in **Table 2.4**, the COVID-19 pandemic has had a significant impact on the levels of usage across all modes of transport, especially car travel and walking methods. The proportion of people working from home in 2021, at a local, regional, and national level, is significantly higher than in 2011 as a result of the pandemic and associated ‘stay at home’ guidance’. Within Skipton itself, the proportion of residents working from home increased from 5% in 2011 to 30% in 2021.

Despite this, ‘car’ remains the primary method of travel to work in 2021; this accounted for nearly half (48%) of commuting journeys for Skipton residents. This is in line with the national average (50%) but lower than the regional average for North Yorkshire (54%). However, as described, much of Skipton’s built-up area falls within one mile of the town centre, which means that many of the town centre jobs and services can be accessed without the need to travel by car. There is, therefore, significant scope to reduce the propensity to drive through the encouragement of viable and sustainable travel alternatives, including bus and rail for longer journeys, and walking and cycling for local trips.

For Craven, the proportion travelling to work by car is higher (52%) and mirrors that of the wider County; this is likely to be a result of a large geographic and rural area, and subsequently longer journeys and more limited public transport provision, making the private vehicle the most convenient mode.

This high dependence on car travel, both for intra-district and inter-district commuting, has environmental implications and is out of line with local, regional, and national targets to decarbonise the transport system; particularly given WYCA’s climate emergency declaration in 2019 and ambition to become a net zero carbon economy by 2038, along with wider national targets for net zero.

There is, therefore, a need to reduce dependency on private vehicles and encourage a shift to more active and sustainable modes (walking, cycling, rail and bus), both for shorter, more localised trips, and longer, cross-boundary commuting trips. The proposed TCF scheme will help encourage this shift through providing high-quality infrastructure and more opportunities for active travel. The TCF scheme will provide safer cycle storage at the Railway Station, therefore helping to encourage higher volumes of cycling trips, particularly for those accessing the rail station. In addition, the scheme will provide an enhanced route to the Rail and Bus Stations from outlying areas, which will enhance the attractiveness of active travel modes to access the stations, reducing reliance on the private car. The scheme will also enhance sustainable access to key sites across the town centre, including Craven College, Craven Leisure Centre, and the Cattle Mart Site, therefore helping to encourage more people to access the sites via active and sustainable travel modes, rather than car.

Rail

Craven benefits from good connections to the rail network, via both the Leeds-Skipton-Carlisle line and the Leeds-Skipton-Lancaster-Morecambe line. Skipton station also acts as the terminus for the electrified Airedale line, from West Yorkshire, providing connectivity with the Leeds Bradford area. There are eleven conventional rail stations located across the Craven district, with Skipton Station being the most commonly used, with over 840,000 passenger journeys taken per annum through the station on average from 2019-2022.

Skipton station provides access to Northern Trains Limited (‘Northern’ herein) services connecting to Leeds and Carlisle and to London North Eastern Rail (LNER) services (albeit

relatively infrequent) connecting to London. North and west of Skipton, the rail links that connect Craven with Carlisle and Lancaster serve less populous routes than the Airedale line that connects to Leeds, however patronage resulting from tourism contributes to the level of usage on these lines. As the principal town in Craven these links also provide an important link for rural communities in order to access a town with a broader retail offering, greater number of employment opportunities, and for leisure purposes.

Skipton Railway Station is well served by services that connect to the nearby major centres in the Leeds City Region. Despite Leeds being approximately twice the distance from Skipton as Bradford is, rail journey times are broadly similar - in the region of 40 minutes - with approximately 69 trains and 54 trains per day operating to Leeds and Bradford, respectively. There is a much greater discrepancy in car journey times; to travel between Skipton and Bradford takes approximately 45 minutes, which increases to upwards of an hour if travelling to Leeds.

Skipton Railway Station has four platforms, with level access to Platforms 1 and 2 and ramp access to Platforms 3 and 4, and is operational 24 hours a day, 7 days per week. The station is accessible by all modes, it has a 100-space customer car park adjacent to the main building, 53 space Northern Staff Car Park, and cycle stands for 20 bicycles; there is a taxi rank (4 spaces) at the front of the station and a bus stop is situated directly outside the building with the space shared with pick up and drop off.

As detailed in earlier sections, the railway station frontage is dominated by the car parking area with no clear, direct links or signage for pedestrians or cyclists. There is limited space for pedestrians, as they exit the station building, and the accompanying poor standard of paths results in low levels of pedestrian permeability with the surrounding area.

Annual usage figures of passenger entries, exits and interchanges for Skipton Station, are set out in **Table 2.5**.

Table 2.5: Annual Station Usage of Passenger Entries, Exits and Interchanges - Skipton

Station	2018/ 2019	2019/2020	2020/2021	2021/2022
Skipton	1,215,950	1,235,235	366,258	943,886

Table 2.6: Annual Station Usage Percentage Changes - Skipton

Station	% change between 18/19 and 19/20	% change between 19/20 and 20/21	% Change between 20/21 and 21/22	% Change between 19/20 and 21/22
Skipton	1.6%	-70%	158%	-22%

The data shows that more than 1.2m passenger journeys in both 2018/19 and 19/20 passed through Skipton Railway Station, with a 1.6% increase in passenger trips over this period. From 2020 to 2021, the number of passenger journeys through Skipton Station decreased significantly due to the COVID-19 pandemic and associated travel restrictions; a decline of 70% from the previous year (ORR, 2022). In the consecutive year 2021/22, passenger trips

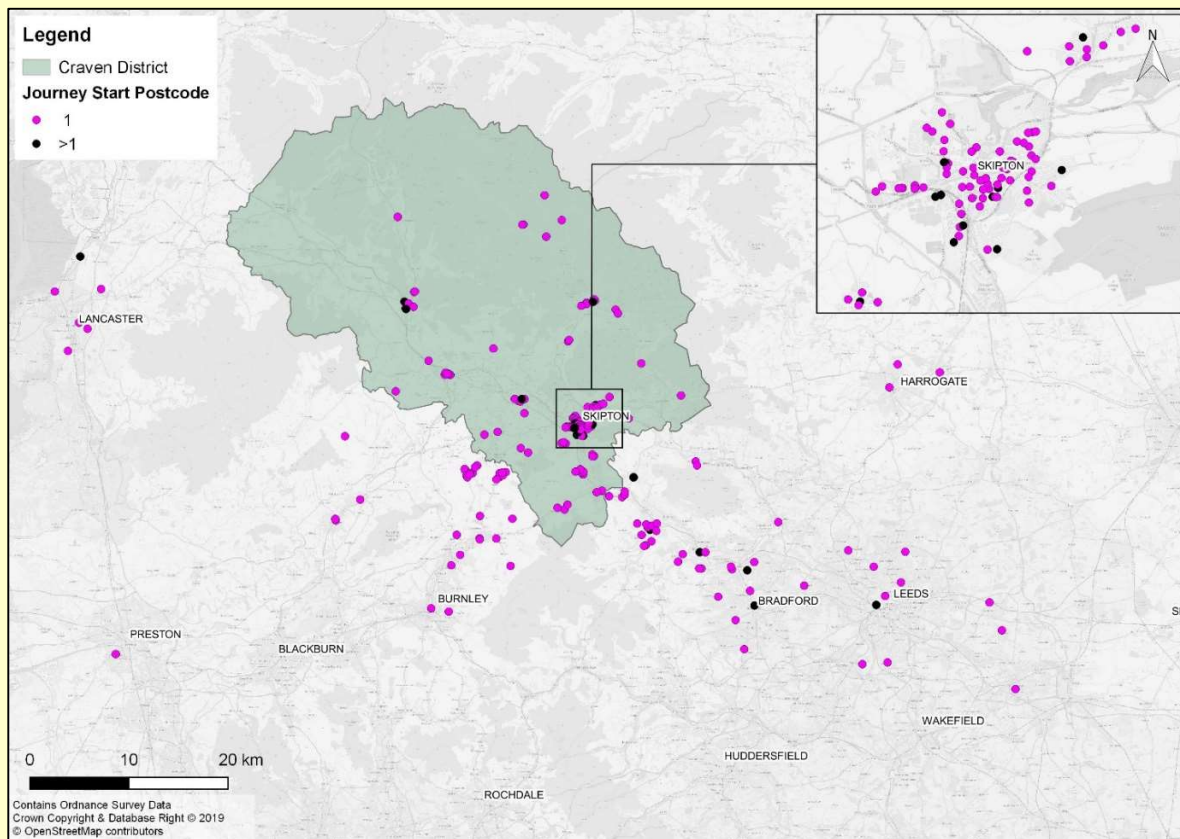
increased by 158%, to 943,886, as the UK started to recover from the pandemic and travel restrictions were eased. While this figure has not yet returned to pre-pandemic levels, it reflects significant growth in rail usage since the previous year. Despite this, it suggests there is still potential to increase Skipton's rail patronage further, in an attempt to return to pre-COVID levels.

Overall, Skipton Railway Station has the highest number of passenger journeys of all stations in the district – the equivalent of more than twice that of all other Craven stations combined; it is also the second busiest railway station in the NYC administrative area, with only Harrogate station recording more passenger journeys.

Station User Surveys

In 2017, Station User Surveys were undertaken at ten North Yorkshire stations, including Skipton Railway Station. Journey patterns were analysed to understand where respondents had travelled from to access Skipton Railway Station; this is illustrated in **Figure 2.7**.

Figure 2.7: Start Location of Journeys to Skipton Railway Station



As shown, Skipton Railway Station has a wide catchment area, including parts of neighbouring Lancashire. The data also shows that a significant proportion of survey respondents began their journey to the station within the Skipton urban area itself. The mode share of respondents travelling to Skipton Railway Station on the day of the survey, is set out below.

Table 2.7: Mode share travelling to Skipton Railway Station (2017)

Travel Mode	Skipton
Car/van - as driver	19%
Car/van - as passenger	17%

<i>Car subtotal</i>	36%
Taxi	6%
Bus	6%
Train	5%
Cycle	2%
Walked	46%
Other	0%

The data shows that the highest proportions of respondents arrived at the station on foot (46%), and by car (36%) - with a generally even split of them doing so as drivers and passengers. The proportion of respondents accessing the station on foot correlates with the results showing the station catchment, and the level of local area origins.

In contrast to the high walking mode share, cycling only accounted for 2% of survey respondents travel to Skipton Railway Station, despite a high proportion of journeys having a local origin, and cycling being a potential alternative for trips.

In terms of rail commuting mode share, as shown in **Table 2.7**, the modal share of train journeys of respondents travelling to Skipton Railway Station was 5%. Comparing this to Census journey to work data, as shown in **Table 2.5** (Journey to work mode share 2011), Skipton and Craven had high proportions of rail mode share compared to the regional North Yorkshire average of 2%. 2021 Census data shows that rail mode share had decreased across all areas and regions covered, as shown in **Table 2.6**. In Skipton specifically, rail commuting has halved to 2% between 2011 and 2021; though this decrease can largely be attributed to the COVID-19 pandemic and is expected to increase again as the UK continues to recover from the pandemic.

Despite this, Craven has the highest commuting rail mode share of all the North Yorkshire districts, including Selby and Harrogate, which each have 3% rail commuting mode share. A key factor in this is likely to be Skipton’s proximity, and the resulting relatively short rail journey times, to major economic centres i.e., Bradford and Leeds.

Given that Craven and Skipton are well served by rail, this suggests that there is potential to increase the modal share of rail, if improvements in areas such as station accessibility are delivered. This is in line with the Government’s National Infrastructure Delivery Plan which highlights the importance of the rail network to the UK economy, in terms of bringing people and businesses closer together which, in turn, creates jobs, supports house building, opens new markets, and stimulates economic growth. Furthermore, through encouraging increased uptake of rail travel, this will alleviate pressure on the local road network through a reduction in vehicle traffic, therefore reducing congestion and the associated vehicle emissions, and improving air quality.

Bus

The use of bus for commuting demonstrates a different pattern to that of rail⁶ The Yorkshire and Humber average (4.5%) is marginally higher than the national average (4.3%), while the North Yorkshire average is significantly lower at 1.4%. Craven’s bus usage for commuting is

⁶ Census (2021)

lower still, at 1%, which is likely to be reflective of the sparsely populated pattern of habitation in the district, in addition to low service frequencies and coverage in the more rural areas.

Skipton is the main focus of many of the bus services within the district; however, despite this, bus use for commuting is still low (1.2%). There are relatively frequent bus services connecting Skipton, and settlements in south Craven, to towns and cities in West Yorkshire and East Lancashire, including Leeds and Burnley. The X84 and X85 services provide hourly services that operate between Skipton and Leeds City Centre; although this has a timetabled journey time of up to two hours, making it a relatively unattractive option for this journey, particularly when compared to rail travel, in which the direct journey from Skipton to Leeds can be undertaken in 42 minutes.

Skipton's low bus mode share could also be attributed to the limited opportunities for bus / rail interchange, as well as a lack of high quality, attractive pedestrian links to the bus station. Poor active and sustainable connectivity to the Bus Station serves as a deterrent to bus travel, as pedestrians and cyclists may feel unable to safely access the site, and therefore opt to travel via alternative modes, such as the car, rather than using the bus.

Skipton bus station is situated centrally, in the town centre, off Keighley Road (A6131) and approximately half a mile from the railway station. The bus station consists of eight bus stands and services are operated by a range of operators such as Keighley Bus Company, Transdev, Stagecoach, and Arriva.

In terms of integration between the bus and rail stations, the journey can be made on foot, in approximately ten minutes, and there are also bus services that connect the two. There are approximately three services between the bus and rail station per hour; this limited provision results in poor integration of public transport within the town, limiting onward connectivity to the wider area.

The ease of transfer between modes will become more important as passenger footfall continues to grow in future, with average 2.57% growth expected to occur up to 2043. Provision of good accessibility to Skipton Railway Station by a range of non-car modes is essential to reduce impacts of congestion that may result from increased demand for travel to the railway station.

Provision of improved access to bus services, better integration of the bus and rail stations and improved public realm, as part of a more holistic transport gateway area, would help to improve the attractiveness of bus travel, support increasing bus usage and a reduction in private car travel.

This demonstrates the strategic requirement for the TCF investment, which would provide enhanced access to the Bus Station, increasing the attractiveness of bus travel. This improved access and connectivity would facilitate multi-modal trips, supporting increased bus travel, and reducing the propensity to travel by private car. This is in line with North Yorkshire Council's Local Transport Plan (LTP4), particularly Objective 3 "Access to Services" by providing inclusive access to bus and rail services by sustainable modes. The scheme would also support the realisation of Objective 4 "Environment and climate change" by increasing trips by sustainable modes and cutting carbon through the delivery of high-quality active travel infrastructure and the enhancement of the station gateway area, making travel by bus and train more attractive. These new and enhanced facilities will enable mode shift away from private car to be realised, resulting in lower carbon emissions, contributing to the

Governments Carbon Net-Zero Target, and NYC's target to reach net zero by 2034 and net negative by 2040.

Active Modes

The use of active modes (i.e., walking and cycling) varies across the district. Skipton is a relatively small town, with much of the built-up area within one mile of the town centre; as such, it is perhaps unsurprising that a high proportion of people walk to work (17%)⁷, when compared to county, regional and national averages. This figure is also likely to be reflective of Skipton's position as the district's main urban area with the focus of the facilities, services, and employment opportunities.

Despite the high proportion of people walking to work in Skipton, active mode provision across the town is relatively limited, with opportunity to improve pedestrian provision and a lack of quality cycling routes. There is, therefore, significant scope to improve the existing infrastructure and increase the attractiveness of walking trips. This would result in quality and safety benefits for existing pedestrians, as well as encouraging a modal shift towards walking for those who currently do not often travel on foot.

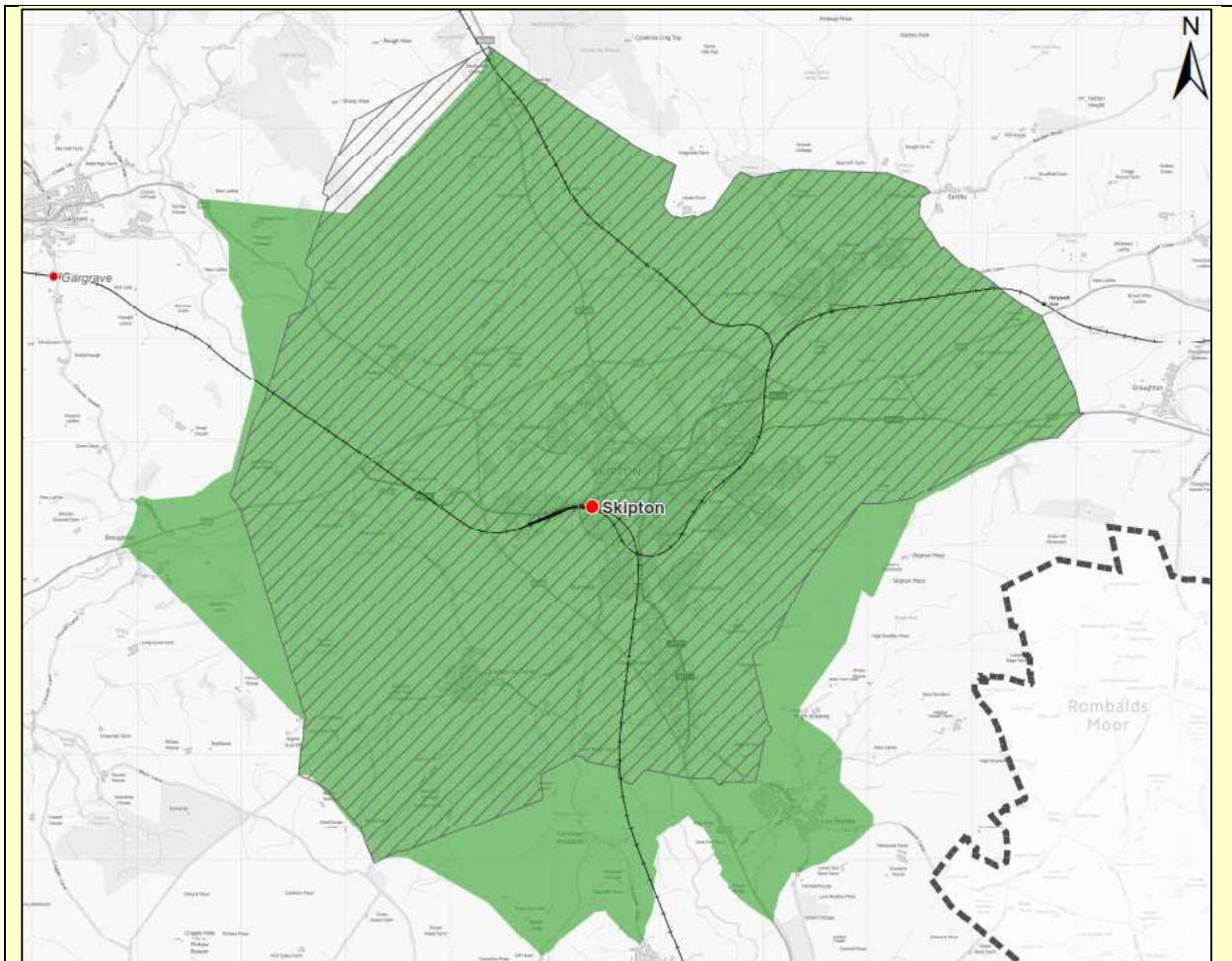
Cycling

At present, there is minimal formal cycle provision in Skipton, which is largely limited to shared use canal side paths on which cycling is permitted. Cycle parking provision is also scarce; there are cycle stands, accommodating parking for twenty bicycles, on the railway station platform and five further stands near the bus station. Cycle parking is also available to the rear of Craven District Council offices and the High Street amongst other locations, but lack of cycle parking in the town has been raised through various workshops and wider stakeholder engagement.

In terms of accessibility for cycling, catchment data analysis shows that approximately 34,000 people live within a 20-minute cycle journey of Skipton Railway Station, and geographically it is possible for all residents of Skipton's built-up area to access the station by bike, within 20 minutes. **Figure 2.8** below shows the area that sits within a 20-minute cycle journey of the station.

Figure 2.8: 15-20 Minute Cycle Catchment (Skipton Railway Station)

⁷ Census 2021



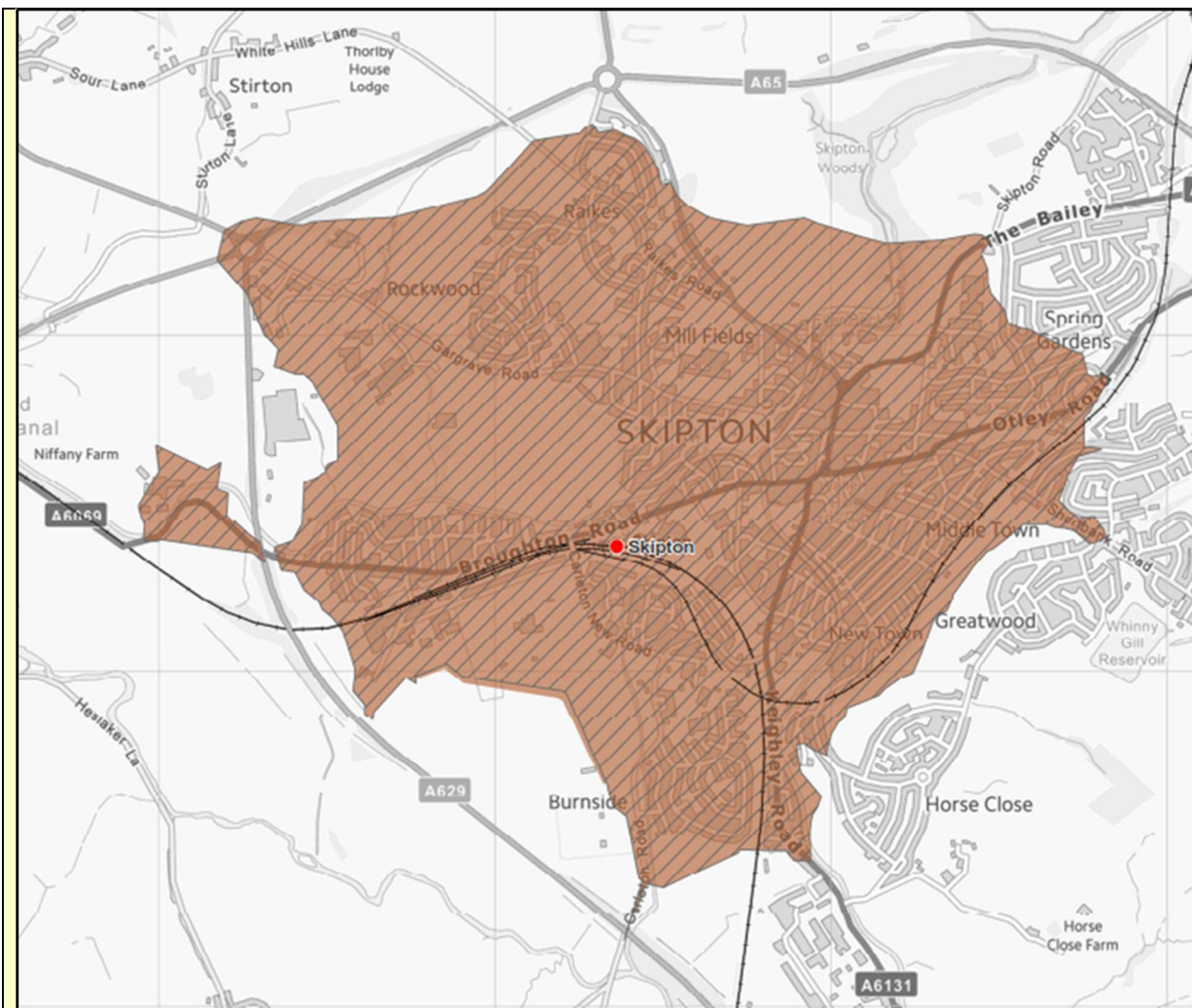
However, despite the fact that the town centre, and the transport Gateway area, are within what is considered to be, a very accessible distance for much of the local population, levels of cycling uptake in Skipton are low; based on **Table 2.7**, only 2% of Station Survey respondents arrived at the station by bike.

In terms of commuting mode share within Skipton, cycling has a low proportional use for when compared to county, regional and national levels, at less than 1%. This may be indicative of the rural nature of the district, or perhaps due to above-outlined issues relating to the attractiveness of cycling, due to existing infrastructure and facilities, and, resultingly, a perception that it is not a viable commuting mode in the area. If perceived barriers to cycling are reduced or removed, for example through the provision of secure cycle parking facilities, this could help overcome existing barriers contribute towards increasing cycling mode share across Skipton. Increased uptake of cycling would foster happier and healthier communities, through increasing levels of physical activity and reducing vehicle travel, in turn, improving air quality.

Walking

Most roads in Skipton town centre have footways adjacent to the carriageway, and there is a mixture of formal and informal pedestrian crossings provided throughout the town. **Figure 2-9** illustrates the areas that are within a 20-minute walking journey time of Skipton Station.

Figure 2-9: 15-20 Minute Walk Catchment (Skipton Railway Station)



This shows that over 16,000 people live within a 20-minute walk of the station; this equates to approximately 70% of the Skipton BUA population and means that walking to the station is a realistic option for many residents. The main pedestrian route to the railway station, is via Broughton Road (A6069); the station can also be accessed on foot along Black Walk - a relatively narrow and uninviting footpath that connects from the eastern side of the station to Craven Street, with an onward route along Carleton Street, Gas Street and across Gallows Bridge to connect to the bus station.

In terms of pedestrian facilities at the rail station, there is limited space for pedestrians exiting the station building. The station frontage is considered to be an unattractive space, dominated by car parking, with no clear onward links or signage for pedestrians. The insufficient signage, poor standard of paths and the lack of pedestrian crossing facilities result in low pedestrian permeability with the surrounding area, in turn reducing the attractiveness of walking to/from this area. The proposed TCF scheme will help address these issues, through upgrading the Station Gateway area to improve the sense of arrival for passengers, including new seating, planting, lighting, and signage. Upgraded crossing facilities and pedestrian linkages will also be provided to support safer movements to and from the station to the town centre.

In terms of journey to work mode share, Skipton has a relatively high proportion of people that walk to work, accounting for 17% of commuting trips; this is more than double the national

average of 7.6%. This high uptake of walking is also evident at a district level, with almost 12% of Craven’s economically active residents travelling to work on foot; this is higher than the average for the North Yorkshire area (10.8%), Yorkshire and the Humber (8.3%) and national average (7.6%). This can be attributed to much of Skipton’s built-up area being within proximity to the town centre, coupled with the fact that the majority of Craven residents stay within the district for work (57%).

ANTICIPATED FUTURE CONDITIONS

Population Growth & Societal Changes

The population of the Craven District is forecast to grow substantially; with much of the planned growth concentrated in Skipton. As stated earlier, the district population is forecast to continue to further grow and age⁸; with the population aged over 65 being forecast to increase to 36% by 2035 (a 10% increase from 2017), with those aged over 80 forecast to increase from 7% to 12% within the same timeframe. This results in lower economic activity, reducing the ability of the local labour force to support economic growth and development.

If population growth follows current established patterns of distribution, this will result in significantly more residents in Skipton town. This will place increased demand on infrastructure, particularly the local transport network, as this larger resident population looks to access employment, education, services, and facilities. It is therefore important that Skipton’s transport network is able to adequately cater for such growing demand, as well as ensuring inclusivity for the whole population, regardless of age or personal mobility.

Planned Developments

As noted in the preceding section, the Craven District is subject to ambitious growth plans, with the ‘Council Plan 2020 and beyond;’ setting out the corporate priority of “Carbon Neutral Craven”, with a focus on facilitating economic growth in a low carbon Craven, through the following:

- Improve the economic vitality of Craven’s market towns and villages by delivering the adopted Local Plan;
- Enabling development of 16 hectares of new employment land by 2030, a key delivery mechanism being the development of the South Skipton Employment Zone and improvements to the Engine Shed Lane area; and
- Stimulating business growth through improvements to the quality and capacity of transport infrastructure. The key delivery mechanism being production of a Masterplan to inform improvements to infrastructure in and around Skipton Railway Station, increasing economic vibrancy and creating an attractive Gateway to the town.

Skipton is Craven’s Principal Town, and primary service centre, and, as such, is the target location for much of the district’s planned growth. The adopted Craven District Local Plan (2019) sets out a vision for the district, to 2032, which includes sustainable growth that provides greater equality amongst its communities in terms of housing choice, better paid local jobs, more opportunities for pursuing a healthy and active lifestyle and better access to services.

In order to achieve this vision, investment is required to provide better opportunities among residents to access employment, education, and key services. This would boost productivity

⁸ ONS 2016-based subnational population projections for local authorities and higher administrative areas in England

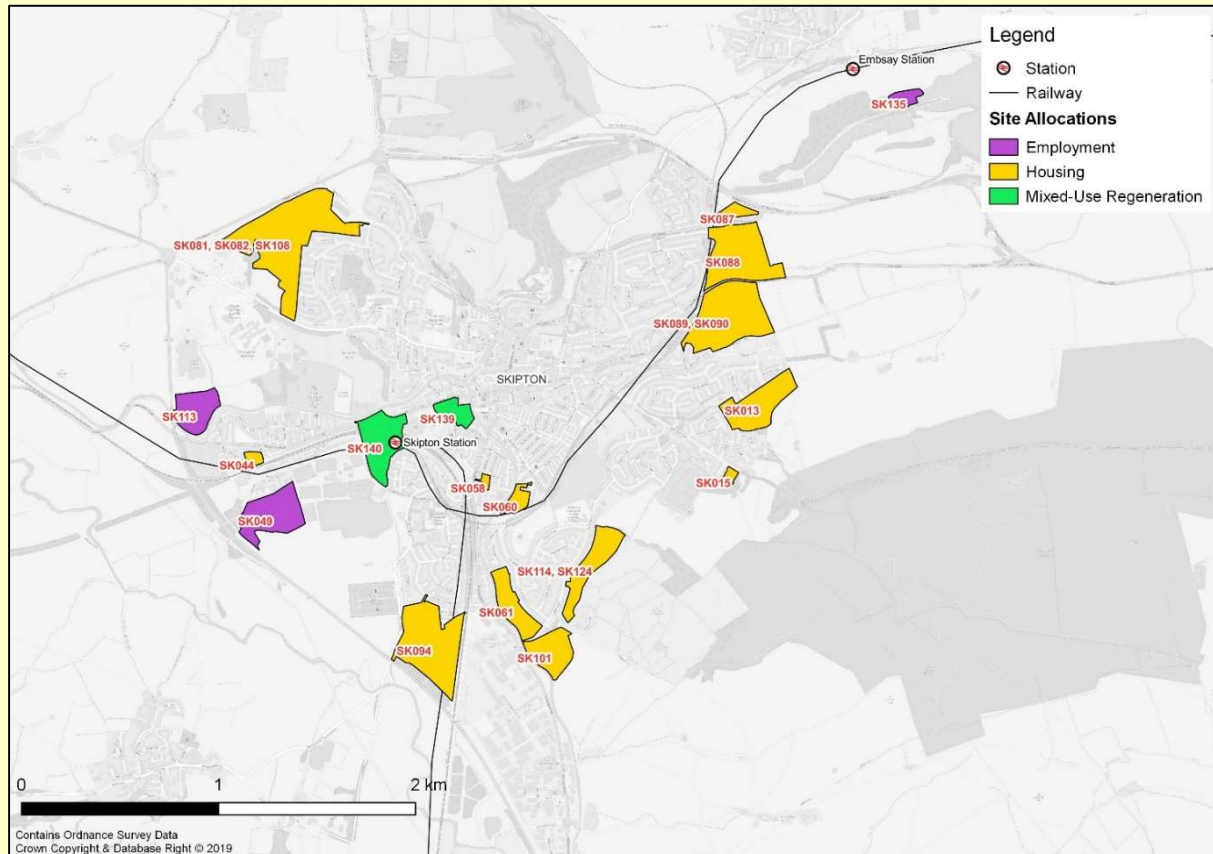
and enable more people to pursue high-skilled, high-paid jobs. In turn, this would accelerate the local economy and encourage inward investment, thereby supporting the diversification of Skipton's economy towards high value industry sectors, contributing towards 'levelling up' the region and enabling Craven to become nationally recognised for its strong economy and diverse, high value industry sectors.

The Local Plan also sets out development plans, which include provision for the following:

- 4,600 net additional dwellings from 2012 to 2032, an average housing requirement of 230 net additional dwellings per annum, with 50% to be in Skipton;
- A minimum of 32 hectares of employment land over the plan period with approximately 10ha to be provided in Skipton; and
- Employment / commercial led mixed-use regeneration in the area around Skipton Railway Station.

Much of the planned growth is concentrated in Skipton; the Local Plan identifies 50% of the district's planned housing growth to be delivered in Skipton, along with 10ha (almost one third) of employment land, with the area around Skipton Railway Station identified for employment and commercial led mixed use regeneration. The Local Plan also identifies the Grade II listed station as an important Gateway to the town, but notes that its facilities, surroundings, accessibility, and relationship to the town centre need improvement. The proposed Local Plan site allocations for Skipton are shown in Figure 2-10.

Figure 2-10: Skipton Local Plan Allocations



As shown, Skipton has a significant scale of planned development, particularly around the town centre. Skipton Railway Station is planned as a future growth hub. Wyvern Park, located on a

greenfield site to the south of Skipton Station, is a key development site; the 18ha mixed use site has secured planning permission and is under construction to produce for 180 homes and approximately 28,000sq m of new commercial space, anticipated to support almost 800 new jobs. There is a need to ensure this development benefits from strong sustainable travel links with the gateway area, in order to support the LCR SEP ambition to deliver ‘Good Growth’ and help deliver the Skipton Station Masterplan ambitions for “the development of the station as a quality multi-modal transport interchange” and “bring forward environmental and transport improvements to help make the district carbon neutral by 2030”.

The sites allocated for development in Skipton, as part of the Local Plan, are primarily located on the periphery of the built-up area; their location means that associated trips will be felt acutely on the busiest parts of the local highway network and, as such, it will be critical to encourage and facilitate alternative modes of travel to and from the development sites. The sites, although on the edge of the built-up area of Skipton, are all within a reasonable (20 minute) journey time to the railway station (and town centre) by several modes including cycling. Development opportunities at these locations therefore have the potential to encourage uptake in travel by more sustainable transport modes, as well as offering residents in Skipton good accessibility to employment opportunities elsewhere in the LCR - particularly by rail.

Furthermore, if development is to align with priorities set out in the various policies, plans and strategies (from national to local level), the growth must be managed sustainably through the provision of attractive sustainable travel options that provide a realistic alternative to the private car. Improved walking and cycling infrastructure, and access to the rail and bus stations, will be a critical component of this and will support wider modal shift from the private car, reducing issues of car dominance and congestion in the town.

Demand Projections and Forecast Growth

Further to the above, there are ambitious plans for growth in Craven District, particularly in Skipton itself, which will add to the number of trips on the local transport network.

Traffic modelling, undertaken as part of the evidence base for the Local Plan, forecasts that the combination of already committed and Local Plan allocated sites will result in approximately 1,700 additional car-based trips in the PM peak. Without intervention, four junctions in Skipton (of eleven assessed) would operate over capacity because of the planned growth as set out in the Local Plan. These junctions are:

- A65/Gargrave Road/A629/A59;
- A6069/Cavendish St;
- A6131/A65; and
- Broughton Road / Carleton New Road.

It was also identified that specific arms of a number of these junctions (A65/Gargrave Road/A629/ A59 junction, A6069/Cavendish Street junction and the junction of Broughton Road/Carleton New Road) are currently operating over capacity, suggesting that issues of congestion are already evident in the town in peak periods. The planned growth and development will exacerbate these issues without intervention.

As such, without intervention and a move towards greater levels of sustainable travel, the existing town centre congestion is forecast to exacerbate, and the network will be placed under increasing pressure as it tries to accommodate the growing number of trips and

increased travel demand. There is, therefore, a need to encourage a sustainable mode shift (rail, bus, cycling and walking) to open up capacity on the network and provide resilience to future growth. This is a key element of WYCA's SEP principle for 'good growth', aligning particularly with Priority 3: *'Infrastructure for Growth'*, which sets out the target for infrastructure which enhances places, improves connectivity, minimises carbon impact and maximises gross value added (GVA). The proposed TCF scheme will help address these potential issues and support more sustainable movement across the town centre; in particular the scheme will deliver improvements to Broughton Road (which has been identified as an area that will operate over capacity as a result of future growth). Therefore, the scheme will help mitigate the forecast growth in motor traffic on the road network, increasing capacity for sustainable travel and helping to ensure future growth can take place sustainably, with a focus on walking, cycling, rail and bus.

Prevailing Trip Patterns

As discussed, Skipton Railway Station already experiences high volumes of passengers, with over 1.2 million trips per annum in 2018/2019 and 2019/20, and over 940,00 in 2021/22 in the recovery of the COVID-19 pandemic. Passenger growth is set to continue to increase, notably through the planned developments in Skipton, such as new housing developments that will drive rail usage through Skipton Railway Station.

Total demand is expected to be 1,330,795 by 2043, equivalent to a 0.4% annual increase at Skipton Station. These growth forecasts account for the impact that COVID-19 will have on long-term changes to GDP and employment and reflects the DfT Transport Appraisal Guidance (TAG) Databook.

The provision of improved accessibility to the station is imperative if this growing level of demand is to be catered for. Improvements to infrastructure to enable people to access the station by sustainable and non-car modes is essential to reduce the burden on the local highway network and reduce pertinent issues such as congestion, and the associated problems including poor air quality. It is considered that, through provision of accessibility improvements to Skipton Railway Station, forecast passenger growth figures could further increase as 'barriers' to access to the station are reduced.

Facilitating Growth

Skipton has an important role to play, not only in terms of supporting growth of the Craven district, but also in terms of supporting the economic growth aspirations of the LCR and the YNY LEAs, as well as those of the wider North. The vision for a Northern Powerhouse sets out clear ambitions to rebalance the national economy and regional economic centres, such as Leeds, have a significant role to play; 'Gateway' towns such as Skipton provide vital access and connections to these economic centres, whilst also making a significant economic contribution at local level.

The limited transport connectivity is constraining growth in Skipton, as the insufficient access to a suitable labour force can hinder business growth and expansion. Key local transport hubs, including Skipton, therefore need to provide the opportunity for people and businesses to be able to access opportunities across the region, particularly when considering future growth projections. If Skipton station is to fulfil its potential as a key Gateway - to the town, the district, and the Yorkshire Dales - accessibility improvements will be required. Improved connectivity with Leeds, and the wider LCR, will support sustainable growth of the town and

district, attract inward investment (including higher value sectors), and bolster the local workforce, allowing businesses to grow. Ultimately, this will contribute to making Skipton a more vibrant and appealing place to live and work, a vital component in attracting workers to the area to improve economic activity rates.

Resilience & Future Ready

The resilience of town centres and the need to be “future ready”, i.e. adaptable to future challenges, changes, and growth, is an increasing priority and will continue to have an impact on Skipton. As part of the development of Skipton’s transport network it will be important to consider what the town centre needs to provide and its function in light of number of key trends: the change in shopping habits and how people access services; community led businesses; an ageing and growing population; health and wellbeing and an increasing environmental focus.

Key to ensuring the resilience of town centres is a shift towards on low-carbon, sustainable ways of living. The transport system plays a key part in this; and has significant potential to decarbonise and reduce emissions across Skipton town centre, through a shift towards more active and sustainable modes of travel (walking, cycling, bus, train). The proposed scheme could, therefore, help contribute towards tackling the climate emergency and meeting local, regional, and national targets for net-zero.

Economic Growth and Strategic Connectivity

North Yorkshire Council’s Fourth Local Transport Plan (LTP4) identifies a number of key objectives including ‘Economic Growth’, ‘Improving Access to Services’ and ‘Healthier Travel’, recognising the need to ensure that the transport network and services are as reliable and efficient as possible, to both support the existing economy and to help facilitate future economic growth.

As mentioned, the Local Plan growth will place increasing pressure on Skipton’s existing transport network. Increases in congestion and an inability to accommodate the growing number of trips has the potential to stifle future economic growth, through increasing delays, unreliable journey times, and more time sat in traffic, resulting in less productive time for commuters and businesses, therefore reducing productivity and business efficiency.

Intervention is therefore required to open-up capacity on the transport network and ensure greater resilience to support and accommodate future economic growth in Skipton. Specifically, improvements surrounding Skipton Railway Station Gateway would enable the station to fulfil its potential as ‘the gateway to the Dales’ and provide a key gateway to and from the LCR. Improved connectivity of residents with employment opportunities in Leeds, Bradford and across the wider LCR will help support sustainable economic growth and contribute to continuing to make Skipton an appealing place to live, visit and work, which is a vital component in attracting workers to the area to improve economic activity rates.

The transport hubs within Skipton therefore need to provide good accessibility for people and businesses to be able to access the opportunities elsewhere in the region.

Future “without scheme” Conditions

Summarising the information presented throughout this chapter, without intervention and significant improvements (such as those proposed within the TCF package), existing concerns

pertaining to issues such as the poor design at the station gateway, travel patterns, accessibility and connectivity deficiencies and growth/development are expected to deteriorate:

- Skipton will not be able to take full advantage of rail service enhancements or to provide a station gateway befitting of current and future passenger demand;
- It will not be possible to sustainably manage the significant scale of new development and growth in Skipton, in terms of its impact on the local transport network, further compounding existing issues around congestion and low modal share for sustainable transport modes;
- Plans for new developments may be affected without sufficient sustainable travel opportunities and associated infrastructure improvements;
- Efforts to tackle areas of deprivation may be constrained in the absence of accessibility and active travel improvements; and
- NYC's pledge to work towards becoming carbon negative by 2040 may be hindered without bringing forward environmental and transportation improvements, including through the proposed TCF scheme.

STRATEGIC PURPOSE OF THE SCHEME

In light of the above challenges, the Skipton Railway Station Gateway TCF scheme has the ultimate aim of establishing Skipton Railway Station at the heart of the town and the wider Craven district, providing strong links and accessibility enhancements between the town centre, gateway, and new developments, acting as a central sustainable travel 'hub'.

The package of interventions will drive a modal shift towards more active and sustainable transport modes, in line with local and national targets to decarbonise the transport system and work towards becoming carbon neutral by 2030; as well as supporting enhanced connectivity to employment and education opportunities, including Craven College and the Auction Mart site, helping to address the UK Government's 'Clean Growth' grand challenge, ensuring action is taking to deliver jobs and growth, albeit sustainably with minimal environmental detriment. A Carbon Zero assessment has been undertaken and this alongside following Green Streets principles has informed and been an important part of the options development and scheme design progress.

Improving the aesthetics of Skipton Railway Station, through public realm and townscape enhancements, combined with delivering multi-modal accessibility and connectivity improvements, the proposals will help to deliver 'healthy streets' in Skipton town centre, and support growth within the town. This will contribute towards 'levelling up' the region, which is a key element of the UK's National Infrastructure Strategy and WYCA's Strategic Economic Framework (SEF), both of which place heavy emphasis on addressing spatial inequality and concentrating investment within areas that may not have previously been invested in, delivering world class infrastructure, and strengthening Skipton (and the wider LCR's) reputation as a place to live and invest.

2.1.2 How will the scheme contribute to the achievement of the Leeds City Region's Strategic Economic Plan (2016)? ([please refer to the plan here](#))

Leeds City Region's Strategic Economic Plan (2016)

The proposed TCF scheme for Skipton will contribute to the priorities and targets of the Leeds City Region Strategic Economic Plan (SEP) 2016, and the wider adopted priorities and policies of the Combined Authority, as set out in the key summary points below:

- **Vision:** The SEP sets out a transformative vision for the LCR to become a globally recognised economy where good growth delivers high levels of prosperity, jobs, and quality of life for everyone. The proposed TCF scheme in Skipton closely aligns with this vision, through the delivery of accessibility and other improvements, which will help to unlock development, investment, and economic growth; creating more high-quality jobs, tackling deprivation, and improving quality of life for residents within the Craven District and across the LCR.
- **Targets:** The proposed scheme in Skipton will also help to achieve the key targets set out in the SEP, as detailed below:

Table 2.8: SEP Alignment with the Scheme

SEP Target	Alignment with proposed TCF scheme
Deliver upwards of 35,000 additional jobs and an additional £3.7 billion of annual economic output by 2036	The proposed TCF scheme in Skipton will deliver accessibility, gateway and public realm improvements which will support economic growth, unlock development, and create new jobs through a more diverse and resilient local economy. The proposed improvements will help Skipton to build on already significant economic strengths within high value sectors, ensuring that the area can contribute further to economic growth at both a local and regional level.
Become a positive, above average contributor to the UK economy	
Seek to exceed the national average on high level skills and to become a NEET (not in employment, education, or training)-free City Region	The scheme components will enhance access to educational, training and employment opportunities for residents in Skipton, particularly for more deprived areas with lower levels of car ownership. Through enhanced access to opportunity, the proposed scheme will contribute towards wider LCR aims through upskilling residents, providing more opportunities for training and further education, and delivering more jobs.
Make good progress on Headline Indicators of growth and productivity, employment, earnings, skills, and environmental sustainability	The proposed TCF scheme components in Skipton will contribute to all of the headline indicators set out in the SEP; delivering economic growth, increasing and diversifying job opportunities, creating more high value high pay jobs, enhancing access to training and education to boost skills, and encouraging a shift to more sustainable transport modes aligning with environmental and sustainability priorities (cutting air pollution, reducing congestion and delivering cleaner, greener and more liveable areas)

The proposed scheme also aligns closely with the 4 SEP priority areas, which are intended to deliver 'good growth' in the region. Within the 4 priority areas, 10 headline initiatives have been identified that will help deliver good growth over the next ten years; these are set out below.

Table 2.9: SEP Priority Areas

<p>Priority 1: Growing Businesses</p>	<ol style="list-style-type: none"> 1. Implement coordinated and wide-ranging action to radically increase innovation. 2. Become a global digital centre – with specialisms in data storage, analytics, digital health, and tech skills. 3. Boost business growth, productivity, exports, and investment by linking businesses to support and funding, including through the LEP Growth Service, Skills Service and Trade and Investment Programme.
<p>Priority 2: Skilled People, Better Jobs</p>	<ol style="list-style-type: none"> 4. Deliver a ‘More Jobs, Better Jobs’ Programme to widen employment, skills apprenticeships, and progression opportunities, linked to neet-free goals. 5. Devise and deliver a programme of action to increase high level skills and close the gap to UK average.
<p>Priority 3: Clean Energy and Environmental Resilience</p>	<ol style="list-style-type: none"> 6. Targeted investments and innovation to make the City Region a leading-edge centre for zero carbon energy. 7. Make climate change adaptation and high quality green infrastructure integral to improving the City Region economy and its spatial priority areas.
<p>Priority 4: Infrastructure for Growth</p>	<ol style="list-style-type: none"> 8. Deliver 30+ West Yorkshire Transport Fund schemes and make progress towards a single ‘metro style’ public transport network. Connect to major national / Northern schemes such as HS2 and Northern Powerhouse Rail. 9. Develop and regenerate integrated spatial priority areas, supporting employment, quality environments and the building of 10,000 – 13,000 new homes per year. 10. Develop an integrated flood risk reduction programme, incorporating flood defences, green infrastructure, and resilient development.

Below sets out the Skipton Station Gateway TCF scheme’s expected contribution towards each of the SEP priority areas:

Priority 1: Growing Businesses

- The proposed scheme will contribute towards increasing productivity, investment, and job creation in the region. The proposed TCF scheme will improve access to the station gateway, thereby enhancing access to employment and education opportunities across the wider LCR. Improvements to sustainable travel accessibility and public realm enhancements will also support regeneration and business growth in Skipton town centre, and the wider Craven District;
- The scheme will also contribute to increasing exports and business investment in the region, through supporting business growth and expansion, enhancing connectivity between Skipton and the wider LCR, and supporting redevelopment and regeneration of the town centre, which could act as a catalyst for wider investment and development; and
- The scheme will extend opportunity and contribute to the delivery of local growth objectives, by supporting and facilitating new developments, and mitigating the impact of this development on the local transport network through ensuring a focus on

sustainable travel options. As a result, the scheme will foster ‘good growth’ which is good for people, good for the economy, and good for the environment.

Priority 2: Skilled People, Better Jobs

- The TCF proposals for Skipton will contribute towards the Strategic Economic Plan target to increase the number, range, and quality of apprenticeships, and enable individuals to develop the skills they need to realise their potential in a changing labour market; it will deliver an enhanced public realm, town centre environment and accessibility improvements, including to Craven College and the Auction Mart site. These improvements will support both new and existing businesses to grow and expand, and contribute to unlocking new development, resulting in increased employment (and apprenticeship) opportunities at a local level. Enhanced access to the wider city region will improve access to opportunity, contributing to increasing the range and quality of apprenticeships available and allowing more individuals to access skill-building opportunities within educational or workplace settings; and
- Through the delivery of sustainable and active travel (walking and cycling) improvements, the scheme will ensure equality of opportunity in terms of access to education and training provision. It will better connect areas around the town centre to Skipton Railway Station, including more deprived areas within close proximity to the town centre. This will deliver enhanced levels of access to education and training opportunities, both within Craven District and across the wider LCR.

Priority 3: Clean Energy and Resilience

- The proposed scheme will make a significant contribution to the delivery of a low emission transport system, in alignment with the LCR Energy Strategy Priority Action Areas, through increased sustainable and active travel use, leading to a reduction in fuel consumption, emissions and air pollutant levels within the area;
- The proposed scheme seeks to incorporate green and blue (GBI) infrastructure where possible, in addition to enhancing existing infrastructure; and
- The scheme will make a significant contribution towards decarbonising the transport system, supporting the achievement of WYCA’s net-zero carbon reduction targets, which plays a pivotal role in tackling the climate emergency.
- Based on WSP’s Carbon Zero Appraisal Tool, the Phase 1 will have a beneficial net-impact on carbon emissions. The quantified predicted change in carbon dioxide equivalent emissions as a result of the scheme is -573 tCO₂e tonnes; this is the equivalent to a reduction of 5,768,763 private vehicle kms. Specifically, it is anticipated that the provision of new pedestrian and rail access infrastructure is expected to encourage a modal-shift to active and shared modes, thereby avoiding trips that would otherwise have occurred by private vehicle. A full summary of the Phase 1 anticipated impact on Greenhouse Gas Emissions is provided in the Carbon Zero Appraisal Summary Report (Appendix F).
- Additionally, the Phase 2 will install new Electric Vehicle charging points within Skipton Railway Station car park, which will have a beneficial impact on greenhouse gas emissions in encouraging EV uptake and associated reduction in emissions of surface road transport.

Priority 4: Infrastructure for Growth

- The scheme will better connect communities, and spread opportunity, through enhanced access to Skipton Railway Station acting as a gateway to opportunities across the wider LCR. The scheme will also extend opportunity and contribute to the delivery of both local growth objectives and the Skipton Masterplan, through helping to unlock new development, and mitigating the impact of this development on the local transport network through ensuring a focus on sustainable travel options.
- The proposed scheme aligns closely with the Craven Local Plan (2012-2032) which sets out how CDC aim to deliver good access by walking, cycling, public transport and car to local facilities, employment areas and the town centre; and
- The scheme will facilitate inclusive growth through enabling enhanced accessibility for more people and communities in Craven District to the opportunities across the LCR, particularly in terms of more deprived areas within close proximity of the town centre. The scheme will also increase rates of active travel and productivity and deliver associated health and well-being benefits.

Leeds City Region’s Strategic Economic Framework (2020)

In September 2020, The Combined Authority launched their Strategic Economic Framework (SEF). The SEF builds on the SEP to provide the context for investment and decision making during this next stage of devolved transformation. The five priorities that the SEF aims to achieve are:

- **Boosting productivity:** Helping businesses to grow and invest in the region and their workforce, to drive economic growth, increase innovation and create jobs;
- **Enabling inclusive growth:** Enabling as many people as possible to contribute to, and benefit from, economic growth in our communities, towns, and cities;
- **Tackling the climate emergency:** Growing our economy while cutting emissions and caring for our environment;
- **Delivering 21st century transport:** Creating efficient transport infrastructure to connect our communities, making it easier to get to work, do business and connect with each other; and
- **Securing money and powers:** Empowering the region by negotiating a devolution deal and successfully bidding for substantial additional funds.

The proposed Skipton Station Gateway TCF scheme also aligns closely with the five SEF priorities, as detailed below.

- The scheme will help create efficient, 21st century transport infrastructure that will bring closer communities, businesses, and success in the region by providing better connectivity to the railway and bus stations and enhancing the transport gateway in Skipton;
- The scheme will contribution towards tackling the climate emergency by encouraging active modes of transport and multi-modal long-distance trips, which will substitute private car journeys;
- The proposed scheme will help address the socio-economic inequality in the LCR, as the transport improvements will indirectly facilitate social inclusion and support access to opportunities across the region; and
- Will inspire confidence in the region, demonstrating the ambitious strategy for transformation.

Evidence to support the Importance of Investing in Active Modes

Active modes need to play a greater role in meeting the transport needs of Skipton, both for end-to-end active mode journeys, as well as combined active mode and public transport journeys. Far less space is needed to transport people by foot or by bike, than in a car. In the town centre, this is particularly important because space is at a premium. Investing in active modes also has important public health benefits because it helps people to take regular exercise and remain active throughout their lives.

Investing in active modes can have significant economic benefits. Research by We Are Cycling UK ('Cycling and the Economy', 2016) has demonstrated that cycling has significant benefits for the economy both in terms of the contributions cycle users make as consumers and workers and the indirect public health savings. The research shows that enhancing cycling provision can have a positive effect on retail sales. It also shows how cycling infrastructure can help disadvantaged groups to acquire skills and access job opportunities. Similarly, research by Living Streets ('The pedestrian pound', 2014) found that investment in better streets and spaces for walking can:

- provide a competitive return in the context of transport schemes;
- improve walking routes can increase footfall;
- support urban regeneration;
- foster social inclusion;
- have employment benefits; and
- increase consumer and business satisfaction.

Further research by Living Streets ('Creating Walkable Cities: A Blueprint for change') found more walkable cities are healthier, greener and have stronger communities.

Investment in active modes in Skipton town centre is likely to generate a range of socio-economic benefits. While the town centre has the potential to accommodate high quality walking and cycling routes, the provision for walking and cycling is currently below the standard many users expect. Investment in the town centre can help also to increase the use of active modes in a location where there is already strong demand for walking and cycling, resulting in a sustainable shift from car travel.

Evidence in Support of the Role of Public Realm in Driving Inclusive Growth

Good public realm can help to increase business and investor confidence, boost property prices and thereby increase business rate income, enhance the labour, and retail market catchments of the town centre and support the diversification of the town centre retail market, making it more resilient. Together, these impacts help to drive inclusive growth.

Research by CPRE and Jan Gehl Architects ('Global Placemaking – Value and the Public Realm') examined 11 exemplar place-making schemes in urban areas around the world and concluded that quality public realm can improve wellbeing and increase economic value through:

- Enhancing the image of an area;
- Creating a new destination;
- Making an area more versatile so it can be used for events; and
- Establishing or enhancing the character of an area.

This research emphasised that good public realm makes more people want to use a space and increases the number of activities that can take place in spaces. For retail businesses, this can mean increased footfall. For employers, it makes it easier to attract highly skilled workers.

Similarly, research by CABI ('Paved with Gold,' 2007) has shown that enhancements to public realm can have the following advantageous effects for urban areas:

- Increases the market value of surrounding properties, making a street more attractive to investors, and increasing the rateable value of property; and
- Increases the amount people are willing to pay in tax for public realm improvements and increases the amount public transport users are willing to pay to access enhanced streets.

This evidence indicates the importance of investing in public realm in the town centre as part of the Skipton Station Gateway scheme. The scheme focus cannot be on transport benefits alone but must also be on uplifting the wider built environment, so that the areas within the scope of the scheme become a more attractive place to meet, work, do business and have fun.

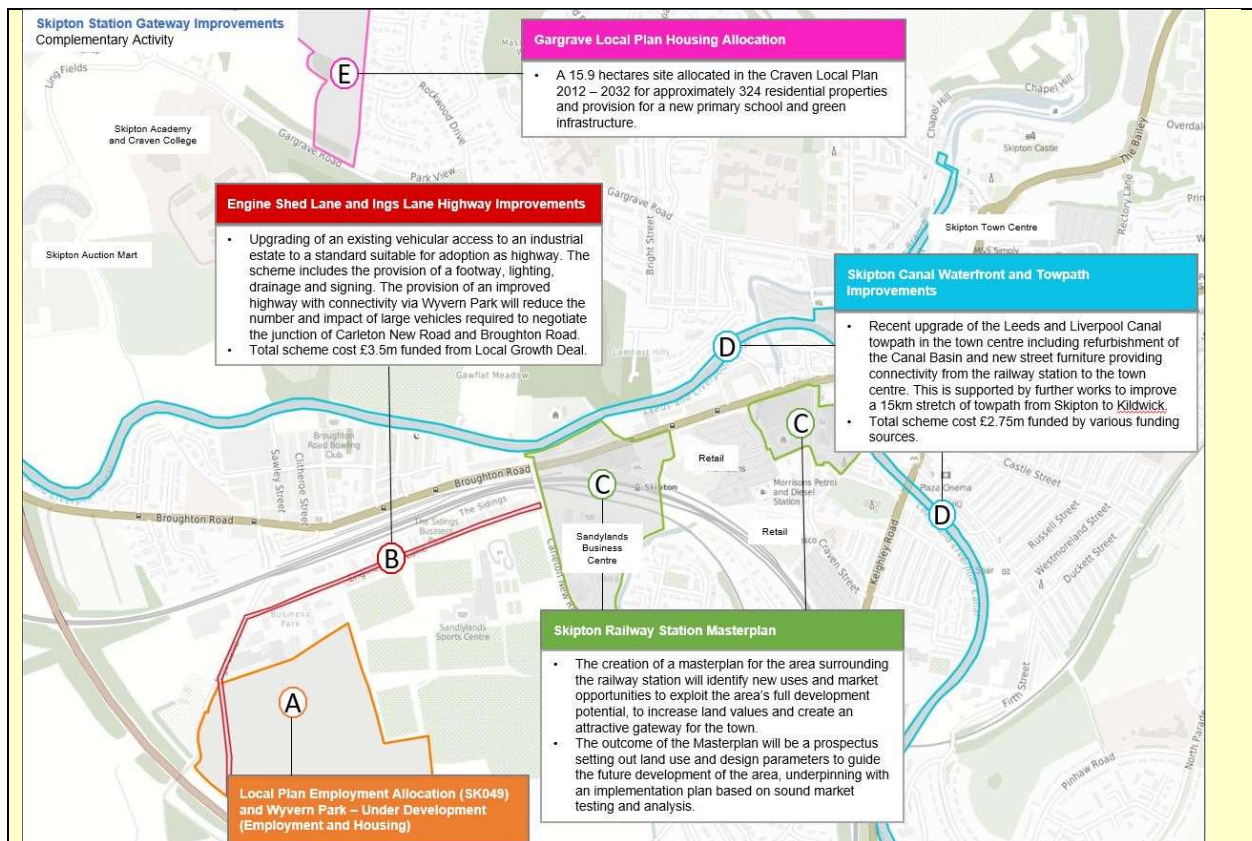
2.1.3 Does the scheme link to other activity being delivered either within the City Region or nationally?

Overview

The Skipton TCF scheme will help to support a number of important city region strategies and schemes including Northern Powerhouse Rail and HS2 as well as TCF. There are also a range of important local strategies and emerging plans within Craven District, which are programmed or currently being investigated and option tested and which align with the proposed TCF improvements in Skipton.

Figure 2.11 illustrates the location of the complementary activity planned for Skipton town centre; as shown, all activity is located within close vicinity of the proposed TCF improvements.

Figure 2.11: Complementary Activity in Skipton



Whilst the Skipton TCF scheme is not dependent on any other schemes being delivered, there are several recently completed or proposed schemes that would complement and support the viability of the TCF proposals, which collectively will help to deliver transformational change across the town centre and beyond. All associated strategies, plans and programmes which link to the TCF proposals are discussed in the following sections including the wider TCF programme of works.

Transforming Cities Fund

The Leeds City Region Transforming Cities Fund programme is a major investment in public and sustainable transport that aims to drive up productivity and spread prosperity. The fund focuses specifically on intra-city connectivity and will provide significant investment in packages of projects that improve key intra-urban corridors, improving access to jobs and enabling people to move around more quickly and easily. The West Yorkshire Combined Authority (WYCA) has prioritised nine 'Gateways' for improvements as part of the TCF bid, which includes Skipton.

Relevance: The overarching aims of the proposals that form part of WYCA's TCF submission, and are applicable to improvements at the Skipton TCF scheme include:

- Making Skipton town centre more attractive for people to both live and invest in, by removing the dominance of dated highway infrastructure and making cycling and walking the obvious choice to access transport hubs;
- Transforming access to new employment opportunities and new college places;
- Making the sustainable transport offer from new housing sites attractive for new residents; and

- Spreading the benefits of the ‘Connecting Leeds’ programme, beyond the Leeds District border, to make travelling by public transport an attractive and more reliable offer for commuters.

Overarchingly, the LCR TCF will connect people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier, and happier communities for the future.

The Skipton TCF scheme will complement and be complemented by the wider LCR TCF schemes, ultimately providing a transformational change in the region’s transport system by providing opportunities to make reliable, safe, and attractive journeys by using public transport and by cycling and walking.

Northern Powerhouse Rail

Northern Powerhouse Rail (NPR) is a new rail network in the North of England designed to drive up the economic potential of the area. Featuring new and upgraded railway lines, the project aims to provide better connectivity by improving journey times and boosting the number of trains per hour. The NPR is part of High Speed North, the overarching programme that includes improvements to both the road and rail infrastructure. The Northern Powerhouse Rail project aims to be a social and economic catalyst for the people and businesses in the North.

Relevance: The Skipton TCF scheme will provide better transport connectivity across the city region, will help improve access to the station and support the delivery of a future ready transport hub. This will improve connectivity across the city region and access to work and education opportunities and key services.

Skipton Employment and Housing Growth Scheme

The Skipton Employment and Housing Growth project funded by the YNY LEP Local Growth Deal aims to generate growth and promote job creation in the town. The project consists of four key components, which collectively will improve connectivity between Skipton town centre, the railway station, Engine Shed Land and Ings Lane Industrial Estate and the western bypass. The components of the projects are:

- Component 1 – Highway improvements along Engine Shed Lane and Ings Lane, including connectivity to the A629 through a new link road connecting with Wyvern Park. This component also includes improvements to the flow of water along Ings Beck and Gallow Syke, a tributary of Ings Beck flowing through Aireville Park;
- Component 2 – The remediation of the Engine Shed Lane Waste Depot to enable the creation of additional business units;
- Component 3 – Greenway improvements for pedestrians and cyclists including the Skipton Canal Waterfront and wider improvements to the Leeds Liverpool Canal towpath; and
- Component 4 – The creation of masterplan for the ‘Skipton Triangle’; an area encompassing the railway station that will provide a vision for the long-term redevelopment of the area.

Relevance: The TCF proposals will support the Skipton Employment and Housing Growth Scheme, in particular Components 1, 3 and 4. Given that the Employment and Housing Growth Scheme is designed to enable the delivery of infrastructure improvements to facilitate future employment and housing growth, the TCF-supported scheme aligns well as it creates an

enhanced environment for active travel modes. The TCF scheme will facilitate sustainable development, ensuring that the planned employment and housing growth sites are accessible via active and sustainable modes of travel, therefore supporting the sustainable movement of people to access these sites, and encouraging a shift from private car use to less carbon intensive modes of travel.

FBC update: The Highways improvements along Engine Shed Lane and Ings Lane are in progress, with the works currently on site delivering water management works on Gallow Syke, with the current programme running until December 2021.

Skipton Canal Waterfront (Skipton town centre towpath improvements led by Craven DC) was completed in January 2020. Wider towpath improvements (between Gargrave and Kildwick led by CRT) were completed in June 2020.

Skipton Triangle Masterplan

The Skipton Masterplan is intended to rejuvenate and transform an important gateway for the town and the district. It will provide the platform required to create a regionally significant gateway for Skipton, providing a high-quality passenger experience. The focus of the Masterplan is the Skipton Station Triangle, encompassing the Skipton Railway Station and two areas that have been allocated as employment/commercially led mixed use regeneration opportunities in the Craven Local Plan, namely sites SK139 and SK140.

The Masterplan highlights the need to boost the station gateway area and rejuvenate its attraction to residents, businesses, and visitors, to become a more successful place. Furthermore, the Masterplan details how investment is required to ensure that the gateway area can become more dynamic, and able to react to the changing economic, social, and environmental requirements for both users and occupiers.

The key objectives for the Masterplan are to:

- Engender community support for the transformation of the Skipton Station Triangle;
- Bring forward robust and commercially viable proposals that are attractive to potential investors, rejuvenate the Skipton Station Triangle through a mixture of uses and create an attractive and welcoming environment;
- Bring forward proposals for the development of the Railway Station as a quality multi-modal transport interchange with the facilities to meet future passenger requirements;
- Enhance Skipton from economic and social perspectives, with a focus on inclusive growth and ensuring access to opportunity for all; and
- Bring forward proposals for environmental and transportation improvements that contribute to achieving the Council's pledge to make the District carbon neutral by 2030.

Relevance: The Skipton TCF scheme will play a pivotal role in the emerging Masterplan for the transformation of an area centred on the station that has been allocated as a regeneration opportunity in the Craven Local Plan. The Local Plan requires enhancement of the station as a transport hub to help deliver improved connectivity with the wider town. The TCF scheme will therefore contribute towards unlocking a proportion of the commercial, employment, transport, and community development in Skipton.

FBC update: Skipton Triangle Masterplan work has commenced with a report outlining the emerging masterplan currently being prepared for review by Craven District Council, with

Supplementary Planning Document (SPD) consultation to take place later this year subject to governance procedures.

Skipton High Street Heritage Action Zone

The Skipton High Street Heritage Action Zone (HAZ) scheme aims to unlock the potential of the high street and make it more attractive to residents, businesses, tourists, and investors. The scheme helps with the recovery of the high street by rejuvenating historic buildings and engages with the local community through art and cultural projects. The Heritage Action Zone will find new uses for empty historic buildings in and around the High Street and aims to attract younger people to the town centre through the creation of public spaces for cultural activities, and the development of youth markets and festivals.

Craven District Council has been awarded funding for the Skipton High Street improvements, which will make the town centre more inviting and prosperous through a high-quality historic environment.

Relevance: The Skipton TCF improvements will complement and enhance the viability of the Heritage Action Zone proposals, particularly through improving access to key sites across the town and enhancing connectivity between the railway station and the town centre. This will help increase capacity on the local transport network and support the movement of people and goods; this will help attract more residents, businesses, and tourists in the area.

FBC update: Heritage Action Zone (HAZ) – proposals for Coach Street are being considered by NYCC highways, designs are still in the early stages of development. HAZ programme is ongoing on end of 23/24.

Skipton Local Cycling and Walking Infrastructure Plan (LCWIP)

The Skipton LCWIP establishes a long-term strategic approach to improve the conditions of the local cycling and walking networks and forms a vital part of the Government's strategy to increase the number of trips by active users. The Skipton LCWIP has been delivered in two phases: Phase 1, which demonstrates the evidence review and network development process, and Phase 2, which details the development of network priorities into 'bid-ready' schemes. Four schemes have been developed up to the feasibility stage, namely:

- Corridor 1: Skipton Town Centre Core;
- Corridor 2: Skipton Town Centre Core to Snaygill;
- Corridor 3: Snaygill to Crosshills; and
- Corridor 4: Gargrave Railway Station to Gargrave.

Relevance: Whilst all four schemes are within the proximity of Skipton, Corridor 1 and Corridor 2 will have the most significant impact and will contribute and supplement the Skipton TCF scheme by enhancing connectivity and improving the cycle network mesh density. Both have been identified as priority cycling and walking corridors. Each of the TCF scheme components feature as key links on the respective Skipton LCWIP cycling and walking network plans.

Furthermore, the key issues and emerging proposals developed as part of the Skipton LCWIP, will complement, and support the TCF Station Gateway proposals. Collectively, the LCWIP and TCF programmes will help to create a more holistic and coherent cycle and walking network across Skipton town, facilitating convenient, safe, and sustainable travel movements and helping to make walking and cycling the natural modes of travel, in line with the Government's Cycling and Walking Investment Strategy.

FBC Update: The LCWIP priority corridors listed above have concept designs produced and will be taken forward should appropriate funding sources be identified.

Future Rail Improvements

The NYCC Strategic Transport Prospectus aims to ensure that improved network connections allow the county to experience the Northern Powerhouse economic benefits. As part of the prospectus, three strategic priorities have been identified:

- Improving east-west connectivity (including trans-Pennine links);
- Improving access to High Speed and conventional rail; and
- Improving long distance connectivity to the North and South.

There are several planned and potential rail upgrades and enhancements proposed that could impact on rail stations throughout the district, including:

- Improved rail service to Lancaster on the Bentham Line;
- Timetable improvements;
- Skipton to Colne Railway line re-opening;
- New Railway Station at Cross Hills;
- Introduction of a regular service on Hellifield and Clitheroe Railway; and
- Station improvements across Craven District.

FBC Update: Since the submission of the OBC there has been several changes to planned rail upgrades within the NYC Strategic Transport Prospectus, including the removal of the High Speed 2 (HS2) Eastern Leg and the Transport for the North (TfN) Northern Powerhouse Rail concept. Instead Leeds will see the development of a mass transit network and a high speed connection between Leeds and Bradford, that Skipton Rail Station users would be able to access using the towns rail connections in proximity to these cities. It is evident that there is a need to collectively improve the convenience and effective operation of the railway (as proposed through the IRP and other initiatives), as well as improving access to the rail network (as proposed through the TCF scheme). As discussed in previous sections, the scheme will support and encourage more journeys to be made by rail and enhancing access to services by foot or cycle.

Summary

As evidenced, the Skipton TCF proposals are relevant to other ongoing and previously developed schemes. This alignment with associated projects and schemes confirms the need for the Skipton TCF improvements.

2.1.4 How does the scheme meet other national, sub-regional and local strategies and policies?

The proposed TCF scheme in Skipton has a strong strategic alignment with the local, regional, and national policy and strategy base. Key policy documents have been identified and summarised below, highlighting synergies and how the TCF scheme can support the delivery of these policy objectives.

This alignment is explored fully in Appendix G.

National Policies

<p>National Planning Policy Framework (NPPF), published 19th December 2023</p>	<p><i>Overview:</i> The NPPF document recognises that transport issues should be considered from the earliest stages of plan-making and development proposals, including identifying and pursuing opportunities to promote walking, and cycling, and ensuring that patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</p> <p><i>Relevance:</i> The TCF scheme can support the development of such policies, identifying a contiguous walking and cycling network within a given area and prioritising interventions to ensure the network comes forward in a cohesive manner.</p>
<p>National Infrastructure Delivery Plan, 2016 – 2021</p>	<p><i>Overview:</i> The National Infrastructure Delivery Plan (IDP) brings together the government’s plans for economic infrastructure for the period 2016-2021. The plan is driven by the government’s commitment to invest funds in the UK’s infrastructure, which will encourage wider economic benefits, including supporting growth and creating jobs, raising the productive capacity of the economy, driving efficiency, and boosting international competitiveness.</p> <p><i>Relevance:</i> The proposed scheme will support the growth and revitalisation of Skipton town centre through delivering public realm and accessibility improvements, which will support existing and new businesses, and through help to unlocking planned development. This will contribute to the delivery of policy aims set out in the National Infrastructure Delivery Plan, which includes policy focused on supporting town centres to drive growth.</p>
<p>Decarbonising Transport, 2020</p>	<p><i>Overview:</i> The Transport Decarbonisation Plan (TDP) aims to accelerate the decarbonisation of transport by proposing initiatives that the government, business, and society will need to do to deliver the significant reduction in emissions across all modes of transport. This plan will put the UK on the route to achieving carbon budgets and net zero emissions across all modes of transport by 2050.</p> <p><i>Relevance:</i> Through delivering improvements which will encourage a switch to more sustainable transport modes, the scheme will reduce emissions and improve air quality, contributing to the objectives of the TDP.</p>
<p>DfT Cycling and Walking Investment Strategy 2 (CWIS2), 2023</p>	<p><i>Overview:</i> The Government published its second Cycling and Walking Investment Strategy (CWIS2) in 2023. The document follows the first Walking and Cycling Strategy published in 2017. The CWIS2 sets out an ambition to make walking, wheeling, and cycling the natural choices for shorter journeys or as part of a longer journey, recognising that active travel is good for the environment, the economy and public health. The Strategy sets out a number of objectives to be achieved by 2025, including to increase the percentage of short journeys in towns and cities that are walked or cycled; to increase walking activity per person per year; to double cycling activity; and to increase the percentage of children aged 5 to 10 who usually walk to school.</p> <p><i>Relevance:</i> The proposed improvements to be delivered also align closely with the second national Cycling and Walking Investment Strategy (CWIS2) in terms of working towards the shared vision for walking, cycling, and wheeling to be the natural choice for shorter journeys. The scheme will improve connectivity across Skipton town</p>

	<p>centre and to the bus and rail stations, therefore encouraging increased uptake of cycling, walking, and wheeling for local trips, while facilitating multi-modal trips for longer journeys.</p>
<p>Gear Change: A Bold Vision for Cycling and Walking, 2020</p>	<p><i>Overview:</i> Gear Change is the Government’s vision to see a step-change in levels of walking and cycling in England. This includes the creation of a new body – Active Travel England – which will act as a commissioning body and inspectorate for active travel schemes, led by a national cycling and walking commissioner.</p> <p><i>Relevance:</i> The proposed pedestrian and cycling improvements as part of the TCF scheme in Skipton will align with the Government’s vision for a change in active travel levels in England, as indicated in the Gear Change report (2020).</p>
<p>Active Travel England Guidance</p>	<p><i>Overview:</i> Active Travel England is responsible for making walking, wheeling, and cycling the preferred choice for everyone to get around. They have the objective for 50% of trips in England’s towns and cities to be walked, wheeled, or cycled by 2030. Active Travel England will set out to achieve this through a variety of measures, notably through providing funding for active travel schemes, embedding active travel into major new developments to reduce congestion and to provide the tools to deliver ambitious active travel programmes.</p> <p><i>Relevance:</i> The Skipton TCF scheme will deliver infrastructure to help Active Travel England to achieve their overall aim for 50% of trips in England’s towns and cities to be walked, wheeled, or cycling by 2030. The scheme will promote the use of these active travel modes, through the delivery of infrastructure to help support more journeys made on foot or by bike, such as through the provision of secure cycle storage facilities and upgraded pedestrian footpaths and areas of public realm.</p>
<p>Sub-National/Regional Policies</p>	
<p>Transport for the North Strategic Transport Plan, 2019</p>	<p><i>Overview:</i> The Transport for the North (TfN) Strategic Transport Plan has a vision of ‘a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all’. To achieve transformation and inclusive economic growth, major investment will be required to the road and rail networks across the North. The HS2 is a key piece of infrastructure, which will bring transformational benefits for the North, and will be integral to the expansion of the existing rail network, regeneration of railway stations and their surrounding areas, as well as supporting the delivery of Northern Powerhouse Rail, which will free up capacity in the currently struggling system.</p> <p><i>Relevance:</i> The proposed TCF scheme for Skipton aligns with the objectives of enhancing access to an improved Transport Gateway, providing access to transformative connectivity improvements, and supporting growth and development. The Integrated Rail Plan and Northern Powerhouse Rail, both of which connect to Leeds as a gateway to the LCR, are identified as programmes delivering major benefits and economic growth.</p>

<p>Northern Powerhouse Independent Economic Review (NPIER), 2016</p>	<p><i>Overview:</i> The Northern Powerhouse Independent Economic Review (NPIER) sought to characterise the North England’s economic position and the drivers underpinning its performance, as well as identify opportunities where ‘pan-Northern’ effort can sensibly support existing local activities and programmes. The NPIER concluded that substantial improvements in transport connectivity, skills, innovation, and inward investment across the North are needed to tackle challenges related to the economic performance gap, productivity differences and poor productivity performance.</p> <p><i>Relevance:</i> The Skipton TCF scheme will provide better transport connectivity within and between the Skipton town and the city region, which will be beneficial in terms of investment in skills, investments, and productivity, which are identified in the NPIER as opportunities underpinning the economic growth in the area.</p>
<p>Integrated Rail Plan for the North and Midlands, 2021</p>	<p><i>Overview:</i> The Integrated Rail Plan (IRP) sets out a blueprint for the development of train services across the Midlands and North and towards Scotland and London, bringing together communities and strengthening the economy. It sets out how the Government will take forward and bring together the development of Phase 2b of High Speed 2 (HS2), Northern Powerhouse Rail (NPR), the Midlands Rail Hub (MRH), and other major Network Rail schemes and programmes for the North and Midlands over the period to 2050. The IRP considers how to deliver these schemes in the most efficient way, learning lessons from the sponsorship and delivery of other major programmes, seeking to deliver benefits more quickly than existing plans.</p> <p><i>Relevance:</i> The IRP and Skipton Station Gateway scheme will be complementary, as they will both support and facilitate journeys made by rail. Through collectively improving the convenience and effective operation of the railway (as proposed through the IRP), as well as improving access to the rail network (as proposed through the TCF scheme). The scheme will support and encourage more journeys to be made by rail and improve the attractiveness and reliability of existing journeys.</p>
<p>West Yorkshire Transport Strategy 2040</p>	<p><i>Overview:</i> The West Yorkshire Transport Strategy (WYTS) sets out an ambition for a transport network that serves and benefits the needs of people and businesses and enhances the prosperity, health, and wellbeing of the LCR and West Yorkshire. The WYTS supports the growth aspirations of the Leeds City Region Strategic Economic Plan (SEP) by recognising the importance of a transport system that will enhance business success and people’s lives.</p> <p><i>Relevance:</i> The Skipton TCF scheme aligns with the ambition and objectives of the WYTS as it provides better accessibility and connections through the Skipton transport gateway with the wider LCR, which will generate benefits for the people and businesses in the region.</p>

<p>York and North Yorkshire Local Enterprise Partnership (YNY LEP) Circular Economy Strategy, (2019-2030)</p>	<p><i>Overview:</i> The YNY LEP Circular Economy Strategy sets out the vision for a thriving economy in the region, that creates business opportunities, a sustainable environment and promotes social wellbeing. This Circular Economy has been planned to future-proof York and North Yorkshire’s economy, to remain competitive and to contribute to addressing the climate emergency. This strategy includes an Action Plan to prioritise sectors where the move towards a circular economy will contribute most to these aims.</p> <p><i>Relevance:</i> The TCF scheme will help to contribute to the aims of the Circular Economy Strategy by creating transport network improvements to decouple economic activity from the consumption of finite resources and greenhouse gas emissions. The Action Plan within the Strategy targets the transport sector as a priority to contribute most to its aims of improving economic competitiveness and addressing climate change; the TCF scheme will contribute significantly to this.</p>
<p>York, North Yorkshire, East Riding and Hull (YNYERH) Spatial Framework: A Vision for Growth (2035-2050)</p>	<p><i>Overview:</i> The YNYERH Spatial Framework (YNYERH SF) is framed to provide overall coherence and direction to growth and infrastructure planning across the region. The SF is formed of two stages, the identification of Strategic Development Zones (SDZs) and the preparation of Long-Term Development Statements (LTDs) to manage and accommodate development growth and infrastructure investment. The SF aims to promote more proactive collaboration, better infrastructure delivery and a stronger investment case.</p> <p><i>Relevance:</i> The Skipton TCF scheme will contribute to the aims of the YNYERH SF, as an area of improved infrastructure delivery, providing increased investor confidence in Skipton and the wider region through enhanced accessibility and connectivity, to drive productivity and private sector growth.</p>
<p>York and North Yorkshire Local Enterprise Partnership (YNY LEP) Local Industrial Strategy</p>	<p><i>Overview:</i> The YNY LEP has the vision to become England’s first carbon negative region, with the Local Industrial Strategy contributing to this by transforming the local economy to deliver a carbon negative, circular economy that increases productivity and provides higher paid jobs. The Strategy plans to provide connectivity and an economy where people can reach their full potential and promote good business to contribute to its overarching aims.</p> <p><i>Relevance:</i> The TCF scheme will help to contribute to the Strategy by improving connectivity within the region, enhancing accessibility to sites of employment, education, and training to improve their skills to reach their full potential, earning higher wages and living healthy lives.</p>
<p>Leeds City Region Local Industrial Strategy, 2019</p>	<p><i>Overview:</i> The Local Industrial Strategy is a long-term plan for Leeds City Region, aiming to harness the strengths of the local area. It is designed to boost productivity and transform the City Region by building on the region’s strengths, improving people’s skills, and helping businesses grow while addressing the climate change emergency, so everyone can benefit from a strong economy.</p> <p><i>Relevance:</i> The proposed TCF scheme aligns with the aims of the strategy in terms of boosting productivity and driving inclusive and clean growth, through enhancing access to opportunity for all, and contributing to a switch to more sustainable transport modes.</p>

<p>Leeds City Region Strategic Economic Framework, 2020</p>	<p><i>Overview:</i> The Strategic Economic Framework (SEF) is based on the SEP but recognises the need for a new strategy that reflects the changing priority, responds to change, and communicates the additional responsibilities in the region clearly. The vision of the SEF is based on the key strengths, assets, and challenges in the region, which will be help unlock and fulfil the City Region’s exceptional potential. A summary of the SEF challenges and priorities is provided in Section 2.1.2.</p> <p><i>Relevance:</i> The proposed TCF scheme components in Skipton will help address the challenges that the LCR is facing and will contribute to all of the priorities set out in the SEF, particularly through enabling inclusive growth, tackling the climate emergency, and delivering a 21st century transport network.</p>
<p>Leeds Inclusive Growth Strategy, 2018 - 2023</p>	<p><i>Overview:</i> The Leeds Inclusive Growth Strategy sets out the Leeds’s ambition to deliver growth that is inclusive and benefits all citizens and communities. This strategy provides a framework for how the city will work on inclusive economic growth with the LCR LEP and WECA, partners across Yorkshire, the Northern Powerhouse and, in the context of the national Industrial Strategy, with central Government.</p> <p><i>Relevance:</i> The proposed TCF scheme for Skipton will deliver inclusive growth by improving accessibility for more people and communities in Craven District to the opportunities in the major urban centre of Leeds, as well as other key centres across the LCR.</p>
<p>Leeds City Region Energy Strategy and Delivery Plan, 2018</p>	<p><i>Overview:</i> Largely based on the SEP vision and priorities, the ESDP has set out five strategic priority areas towards a zero-carbon LCR, determining the role of energy in enhancing the economic growth across the region. These priorities include resource efficient business and industry, new energy generation, energy efficient and empowering consumers, smart grid systems integration, and efficient and integrated transport.</p> <p><i>Relevance:</i> The proposed TCF scheme has similar aims in that it will make a tangible contribution toward achieving a zero-carbon economy, through ensuring shift to lower emission, sustainable transport modes.</p>
<p>Leeds City Region Green and Blue Infrastructure Strategy, 2018 – 2036</p>	<p><i>Overview:</i> The Leeds City Region Green and Blue Infrastructure Strategy (GBIS) sets out how the LCR will make the most of its natural assets to help its economy prosper, enable people to enjoy a great quality of life, and combat the effects of climate change. LCR will ensure that everyone has an easy access to a high-quality, safe, and well-used network of green and blue infrastructure, which contributes towards a strong economy, a sustainable environment, and an outstanding quality of life.</p> <p><i>Relevance:</i> The proposed TCF scheme will enhance green and blue infrastructure, delivering improved footpaths, secure cycle parking, public realm, and green spaces, directly addressing and contributing towards the GBIS objectives.</p>
<p>Local Policies</p>	

<p>North Yorkshire Local Transport Plan (LTP4), 2016 – 2045</p>	<p><i>Overview:</i> The North Yorkshire Local Transport Plan (LTP4) sets out the shared vision for ‘North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit’. The NYCC has outlined five key objectives, which include economic growth, road safety, access to services, environment and climate change, and healthier travel.</p> <p><i>Relevance:</i> The NYCC LTP4 focuses on economic growth, access to services, healthier travel, addressing peripherality and improving connections into the LCR to stimulate economic growth. This aligns closely with the core aims of the TCF scheme, which will enhance access to services across the city region, encourage greater sustainable and healthy travel, and support economic growth and development.</p>
<p>North Yorkshire Council (NYC) Plan, 2023-2027</p>	<p><i>Overview:</i> The Council Plan is the NYC’s vision and strategic document that is designed to plot the Council’s course over the first four years. The Council Plan is a four-year plan, that will be refreshed on an annual basis. The plan has been developed under five key themes: Place & Environment, Economy, Health and Wellbeing, People and Organisation.</p> <p><i>Relevance:</i> The TCF scheme will contribute towards these five key themes by creating key transport infrastructure developments that will have a significant positive impact socially, environmentally, and economically.</p>
<p>North Yorkshire Council (NYC) Climate Change Strategy, 2023 (draft)</p>	<p><i>Overview:</i> The draft Climate Change Strategy by NYC has the aim to work with partners to achieve the ambition to be a carbon negative region by 2040 and encourage residents, businesses, and visitors to take climate responsible actions. The Strategy aims to reduce North Yorkshire’s emissions and ensure that the region is climate resilient and prepared to cope with a changing climate.</p> <p><i>Relevance:</i> The Skipton TCF scheme will create an easy, accessible, and affordable low carbon transport network to enable active and public travel and the use of electric vehicles. The scheme will reduce the carbon emissions in North Yorkshire, creating sustainable development that will prepare the region climate resilient for future climate change.</p>
<p>North Yorkshire County Council Local Cycling and Walking Infrastructure Plan (LCWIP), Skipton Phase 1 Report, 2020</p>	<p><i>Overview:</i> The Skipton LCWIP sets out the strategic approach to identifying cycling and walking improvements required at the local level with Skipton. It forms a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle through the improved active travel infrastructure designed to drive a modal shift to this transport mode.</p> <p><i>Relevance:</i> The proposed TCF scheme is in line with the aims of the Skipton LCWIP, to encourage and increase the number of trips conducted on foot or by bike, through the improved provision, safety, and accessibility of active travel infrastructure.</p>

<p>North Yorkshire County Council (NYC) Plan for Economic Growth, 2021-2024</p>	<p><i>Overview:</i> The NYC Plan for Economic Growth provides a vision and framework for stimulating North Yorkshire’s (NY) economy. It plans for NY to be a modern economy characterised by high quality, efficient transport and communications, higher levels of entrepreneurialism and opportunities for younger people to access good quality employment and affordable housing. The plan identifies that an attractive and active quality of life will be important in attracting and retaining skills and knowledge as well as ensuring a healthy and happy workforce.</p> <p><i>Relevance:</i> The TCF scheme will help to deliver these aims, notably through the creation of an efficient transport system, that integrates active and public travel modes, driving a modal shift away from private car journeys. This will retain and attract a healthy and happy workforce that is well connected to the wider region and to places of employment and education for young people to develop their skills and careers.</p>
<p>NYC Strategic Transport Prospectus, 2015</p>	<p><i>Overview:</i> The North Yorkshire Council Strategic Transport Prospectus sets out how the council will work with the Government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow England’s largest County to both contribute to and share in the economic benefits of the Northern Powerhouse. Local strategic priorities include improving access to high speed and conventional rail services.</p> <p><i>Relevance:</i> The Skipton TCF interventions align with the NYC Strategic Transport Prospectus as the railway gateway scheme proposes improvements to the station gateway and enhances connectivity with the wider LCR.</p>
<p>Craven Local Plan, 2012 – 2032</p>	<p><i>Overview:</i> The Craven Local Plan was adopted on 12th November 2019, and sets out a Vision for the District to 2032; this includes sustainable growth, with an emphasis on greater equality amongst its communities in terms of housing choice, better paid local job opportunities, more opportunities for pursuing a healthy and active lifestyle and better access to services. As well as presenting several objectives to achieve this spatial vision, the document presents a development strategy, providing the context for designating areas where specific policies will apply, identifying strategic development sites and presenting a district wide framework for allocation of further sites, and presenting policies which setting out the context for more detailed policies and guidance in other Local Plan documents.</p> <p><i>Relevance:</i> The proposed scheme will help achieve the sustainable growth and spatial vision as set out in the Craven Local Plan. Specifically, the scheme will add value to 460 of the Local Plan housing units, as well as commercial developments at Local Plan sites SK049, SK113, SK139 and SK140. The unlocked developments and investments align closely with WYCA’s objectives of boosting housing and employment opportunities in the area. In addition, the developments are linked to improved connectivity across the region, and the promotion of sustainable transport modes.</p>

<p>Climate Emergency Strategic Plan, 2020 - 2030</p>	<p><i>Overview:</i> Craven District Council approved the Climate Emergency Strategic Plan on the 25th of February 2020 and has committed to work towards becoming Carbon Neutral across the District by addressing the three largest pollutants, one of them being road travel and transportation.</p> <p><i>Relevance:</i> The strategy for reducing the carbon impact of travel and transportation could be done by improving and promoting reduction in travel and take-up of zero and low carbon transport options, such as walking and cycling promoted by the TCF scheme.</p>
<p><i>*Please note that that despite the abolition of CDC, the existing Local Council statutory documents such as the Local Plan and Climate Emergency Strategic Plan, have been retained as valid documents until an NYC replacement is published.</i></p> <p>Based on the above, it is evident that development of the Skipton TCF scheme can contribute and support a range of policy objectives on multiple levels.</p>	
<p>2.1.5 Why is Combined Authority funding (Grant or Loan) required in order to carry out this scheme?</p>	
<p>A funding grant released from WYCA is required to carry out this scheme as the scheme is unaffordable to North Yorkshire Council on its own ('the market failure'). This business case is aimed at accessing and drawing down on DfT funding as part of the TCF funding award.</p> <p>If funding is not provided the scheme would not go ahead, resulting in a missed opportunity to introduce the benefits of the priorities outlined in the Leeds City Region SEP and SEF, increase levels of active travel, and patronage in public transport, improve sustainable access and local air quality and ultimately positively enhance the local environment and Skipton Town Centre.</p> <p>If the proposed scheme does not receive the required funding, there is a risk that the proposals would not be delivered. This will result in the core benefits, such as enhanced multi-modal access to the railway station and increased active and sustainable travel modal share, being significantly reduced.</p> <p>This would oppose the 'Good Growth' agenda of the Leeds City Region's Strategic Economic Plan and the strong drivers for change outlined above as part of the Strategic Case for investment. The proposed TCF scheme in Skipton seeks to address several market failures. Without the proposed interventions to improve the gateway, increase active travel, ensure inclusive access, enable sustainable growth, and develop a future ready gateway suitable to support the levelling up agenda, the key issues will remain.</p> <p>The Skipton TCF improvements will serve as a catalyst for change, fostering a range of wider benefits across the town including accelerating local plan development, economic growth, increased productivity, and environmental benefits. Skipton TCF draws together disparate areas across the town and will contribute to generate greater benefits through a holistic approach. However, should the required funding not be awarded, then these wider benefits will not be realised, and the full potential of Skipton may not be reached.</p> <p>Summarising the above, if the proposed scheme does not receive the required funding, the resulting benefits will be significantly undermined, and this would constrain the ability of the scheme to meet the objectives outlined in Section 1.2.</p>	

2.1.6 What engagement/ consultation has taken place with the main stakeholders and beneficiaries affected by the scheme?

Consultation is a key element of the Skipton Station Gateway TCF scheme.

Key stakeholders have been identified by WSP and North Yorkshire Council, who will play a crucial role in ensuring that the scheme cannot only be delivered successfully, but also be operated and maintained in future. The main stakeholders and beneficiaries affected of the scheme include:

- Local Members;
- Network Rail;
- Northern Trains Ltd.;
- North Yorkshire Fire and Rescue;
- Canal & River Trust;
- Stepping Stones;
- North Yorkshire Council;
- Craven Cattle Mart;
- Taxi Licensing;
- Morrisons; and
- Tesco.

The consultation and engagement strategy for the Skipton Station Gateway scheme has been extensively planned, making best use of on-line, social media, off-line publicity, stakeholder meetings, local consultation events, and a range of additional neighbourhood forum and local community events- either where these have been requested, or to explain details, and scheme impacts as locally and specifically as possible.

Throughout the COVID-19 pandemic, all consultation events took place virtually, in line with UK lockdown restrictions and social distancing guidance. During this period, the majority of consultation and engagement was undertaken via email communication, phone, social media, or using online meeting portals such as Skype and Microsoft Teams.

The section below provides a summary of the consultation and engagement undertaken to date, which has been used to inform the development of the Skipton Station Gateway TCF proposals. The engagement has taken place over a significant period of time and has formed an integral part of the scheme development.

Pre-TCF Engagement

Engagement with the Craven Disability Forum (CDF) was undertaken by the former Craven District Council. The meeting with the CDF was held on 10th Nov 2016, and was to seek feedback on potential proposals for Gallows Bridge.

Two alternative proposals for DDA compliant routes were identified. The northern option proposed a route via Cavendish Street, Belmont Street and Swadford Street in order to access to the eastern side of Gallows Bridge if originating at the west.

The TCF proposals maintain or seek to improve DDA compliant pedestrian infrastructure along these routing options (Refer to the scheme proposals in Appendix B, C and D). The proposed southern option proposed a route vis Gas Street, Cross Street and Keighley Road. This option identified DDA compliance issues on Gas Street which are to be mitigated as part of the TCF proposals. The proposals for Scheme Component 4 include wider footways on Carleton Street,

a raised crossing to Gas Street, new paving on Gas Street, extension of the one-way system from Cross Street to rationalise vehicular movements, and new TROs to prevent informal parking on the kerbside.

As confirmed by the key stakeholders (NYC and CRT), whilst the preference would be a DDA compliant ramped access, this is not possible with the available space and budget.

Strategic Outline Case Engagement - 2019

At the Strategic Outline Case (SOC) stage, engagement with stakeholders focussed on the scheme identification and development programmes. This included an options workshop and site visit on 20th February 2019 and ongoing engagement with key stakeholders including Network Rail and Northern.

Stakeholder engagement with community representatives has also been undertaken on aligned workstreams such as the Skipton LCWIP which show support for improvements within the station gateway vicinity.

The Sustrans developed 'Access Development Plan' (August 2015) identified opportunities to increase connectivity throughout Skipton. Developed by Sustrans in partnership with relevant stakeholders and subject to consultation with Parish Councils, the document identifies the proposed TCF schemes as opportunities to enhance connectivity between Skipton Station and the town centre.

This document, through the work of NYC, is helping inform a Local Cycling and Walking Infrastructure Plan (LCWIP) for Skipton. An internal workshop held in November 2019 and an external stakeholder workshop in January 2020, combined with activity through the Access Fund, have created a strong evidence base to inform the final LCWIP, as part of which the TCF proposals are emerging as key connectivity requirements for the town.

To facilitate the replacement of Gallows Bridge, the former District Council produced an outline design for a replacement structure investigating the surrounding land, options for access and discussion with the Canal & River Trust and the former County Council. The proposed Gallows Bridge scheme was also presented to the Craven Disability Forum for their initial feedback which was seen as positive although noting the requirement for alternative connectivity avoiding the bridge.

To the north-west of Skipton town centre the Aireville Park masterplan, developed in partnership and with the Friends of Aireville in June 2013 identified connectivity as a key element of the project, linking key educational and employment opportunities with the railway station and town centre. This masterplan has directly informed Scheme 3: Railway Station to College Campus Footpath Enhancements of the Skipton project.

Engagement with the Canal & River Trust (as the landowner) has taken place in January 2020 with regard to the proposed scheme and confirmed details of route alignment and surfacing materials.

Outline Business Case - 2020

Further stakeholder engagement meetings and workshops commenced in June 2020 and continued to be held as the scheme options were further developed and progressed through the feasibility design stage, to seek views and inputs to the proposed scheme.

Key workshops undertaken during this period, and the feedback received during each session are set out below..

Table 2-10: Stakeholder engagement meetings

Date	Theme	Stakeholder Attendees+	Summary of discussion & outcomes
25/09/2020	Green Streets Workshop	Craven District Council (CDC)* - Economic Regeneration Officer - Project Delivery Officer - Skipton Heritage Action Zone Programme Manager North Yorkshire County Council (NYCC)* - Sustainable Travel Officers - Transport Planning - Highways Area Improvement Manager Skipton Triangle Project Team - Allies and Morrison - RAEC - Buro Happold	Key Findings of Workshop: <ul style="list-style-type: none"> Investigate the quality of the existing trees and potential for retaining or replacing; More priority given to pedestrian space - re-aligning pedestrian routes and crossings to allow for better pedestrian flow; Opportunity to include stone wall features within the public realm to enhance the conservation area; and Opportunities for public realm: art, SUDs, wayfinding, trees, planting, seating.
10/06/2020 10/07/2020 02/10/2020 06/11/2020 08/12/2020 15/01/2021 01/03/2021	Station Gateway Governance	Network Rail Northern	Northern Rail and Network rail supportive of proposed improvements around the railway station and the Feasibility design – ongoing positive dialogue initiated to ensure design is developed to incorporate requirements of and meet approvals of all stakeholders.
20/10/2021	Station Gateway Workshop	Northern	Reduction in number of taxi rank spaces (current 4 to proposed 2).
18/11/2020	Station Gateway Workshop	Northern	Discussed introducing ANPR to use parking space more flexibly i.e. reduce no. of spaces allocated to taxi's, staff etc. but register vehicles and – further discussion required including of this offers an opportunity to reduce the number of parking spaces. Northern objected to a single point of access from the far west corner of car park. Options were discussed and considered resulting in a one way in one way out, therefore simplifying Carleton Street junction (freeing capacity) but maintaining circulation through the parking

			<p>area for different users e.g. taxi, short stay, long stay.</p> <p>Requirement to accommodate rail replacement services incorporated into design option.</p> <p>Increase in number of disabled spaces versus existing.</p> <p>Provision of Electric Vehicle (EV) spaces and underground infrastructure to enable future expansion.</p> <p>Operational requirements taken into consideration e.g. access to Plant and refuse collection areas.</p> <p>Trees specified in accordance with Northern/Network Rail specifications.</p> <p>Bus services accommodated as per existing arrangements, with further discussions required with bus operators, Northern, and Network Rail regarding existing agreements and any changes required.</p>
<p>10/09/2020 06/10/2020 03/11/2020 01/12/2020 05/01/2021</p>	<p>Station Gateway and Broughton Road Meetings</p>	<p>North Yorkshire Fire and Rescue (NYF&R)</p>	<p>Positive dialogue and feasibility design developed to incorporate feedback with regard to access requirements for Fire Station, NYF&R open to transfer of land if required to support the design.</p> <p>NYF&R concerned about visibility to cyclists travelling westbound from exiting vehicles. Existing issue in relation to pedestrians due to position of tree on north east corner of plot, increased speed of cyclists a concern. Part of reason for moving to bi-directional cycle lane. Discussed if there was merit in linking a signal crossing to F&R operational system. Not required and ultimately agreed Zebra didn't cause any concerns and therefore linking signals not considered further.</p> <p>Existing station plot not large enough to accommodate more than one emergency service. Open to discussing a re-location through one public estate forum. Longer term consideration beyond TCF longstop date.</p>
<p>10/09/2020</p>	<p>Gallows Bridge and Railway Station to Auction Mart</p>	<p>Canal and River Trust (CRT)</p>	<p>CRT supportive of proposals to improve towpath and replace gallows bridge – ongoing liaison through design development.</p>

05/01/2021	Gallows Bridge and Railway Station to Auction Mart	Canal and River Trust (CRT)	<p>Gallows bridge - Acceptance of previous feasibility report findings.</p> <p>No requirement for daytime closures of the Canal therefore accept we can work outside winter stoppage period.</p> <p>Canal Footpath – Acceptance of proposed width, surfacing, and limiting to pedestrians only.</p>
06/01/2021	Members Briefing	Craven District Council Members North Yorkshire County Council Members	<p>Members welcomed proposals and highlighted the need to be ambitious through continued design process, particular emphasis on how cycle routes will link to other areas of the town.</p> <p>Members are keen to be engaged in the further development of the configuration of the proposed Cycleway along Broughton Road as part of detailed design.</p>
07/01/2021	Taxi Rank Relocation	CDC Taxi Licensing	Agreement to facilitate a dialogue with owner operators in Skipton
17/02/2021	Taxi Rank Relocation	██████████ Taxis	Supportive of proposals to improve the town, open to relocation of taxi ranks and discussion of locations which could be more beneficial than existing location
12/11/2020	Black Walk and Site Access Reconfiguration	Morrisons ██████████	<p>Happy to facilitate access to investigate creation of new access from Black walk, not supportive of widening Black Walk.</p> <p>Not supportive of proposals that would result in a loss of customer parking or significant reduction in capacity of the site access. The provision of a westbound segregated cycle lane would require a reduction from two lanes to one lane at their site access, on land within Morrisons ownership, or removal of parking for LTN compliant infrastructure. This contributed to the decision to change to a bi-directional cycle lane along this section of Broughton Road.</p>
	Black Walk and Site Access Reconfiguration	Tesco	No major concerns, happy to facilitate access and keen to input into final designs
22/01/2021	Belle Vue Residents Meeting	Belle Vue Residents	<p>Residents not supportive of the removal of on street parking to enable creation of cycleway.</p> <p>There are no easy alternatives provisions within the public highway, however, private opportunities are available to home owners.</p>

23/01/2021	Carleton Street Residents Meeting	Carleton Street Residents	Good level of support for the proposals, some concerns regarding reduction in on street parking and access for delivery vehicles, constructive suggestions regarding one way proposals and bridge design
24/02/2021	WYCA Design Feedback	West Yorkshire Combined Authority (Urban Design Manager and Active Travel Policy Officer)	Thorough review of proposals undertaken to provide justifications for design decisions. Good level of support received with measures highlighted for consideration at the next stage of design.
02/03/2021	Open Session 1	Public	Live online broadcast which provided an overview of the proposals and invited questions from members of the public. Questions raised included: Why do the NYC TCF schemes focus on Skipton, Harrogate & Selby? Will the new Gallows bridge be wheelchair friendly? How does the scheme align with the wider, long-term vision for Skipton to reduce car use? Has a consideration been given to mitigating planned growth in Skipton e.g. through a park & Ride site?
11/03/2021	Open Session 2	Public	Live online broadcast which provided an overview of the proposals and invited questions from members of the public.
29/03/2021	Station Gateway Governance	Network Rail Northern	Basic Services Agreement terms and conditions agreed and ongoing meetings set to support approval of proposals as part of GRIP and station change processes

**Please note that CDC and NYCC merged in 2023 to form North Yorkshire Council (NYC)*

In addition, there have been two formal public consultation exercises to seek feedback on the scheme at the various stages of design development. These are detailed below. Stakeholder engagement will continue to be progress as the scheme moves through the Assurance process.

FBC update: At the early stages of preliminary design, a meeting was held between Network Rail, Northern and the bus operators to discuss the Station Gateway design. The proposed changes to Broughton Road were to be discussed separately as part of the preliminary design stage. Targeted engagement with bus operators has not been held for the Skipton Station Gateway scheme given that the proposals have no direct impact on bus services/ routes.

Stage 1 Public Consultation: February- March 2021

Public consultation on the Skipton Station Gateway TCF proposals launched on 24th February 2021. The exercise ran for four weeks, concluding on 24th March. The aim of the consultation was to seek feedback on the feasibility designs presented in the OBC, with feedback received being used to shape the preliminary designs.

The consultation took the form of an online survey, inviting feedback on the proposals through a series of questions to the public.

In light of the COVID-19 pandemic and social distancing guidelines, no face-to-face events were held. Feedback from the survey was collated and analysed, with the results presented in a Consultation Report (**Appendix H**).

The online consultation was supported by Teams Broadcasts with targeted residents' groups and businesses including Belle Vue (Residents), Carleton Street (Residents and Businesses), as well as Open Sessions where members of the public could join.

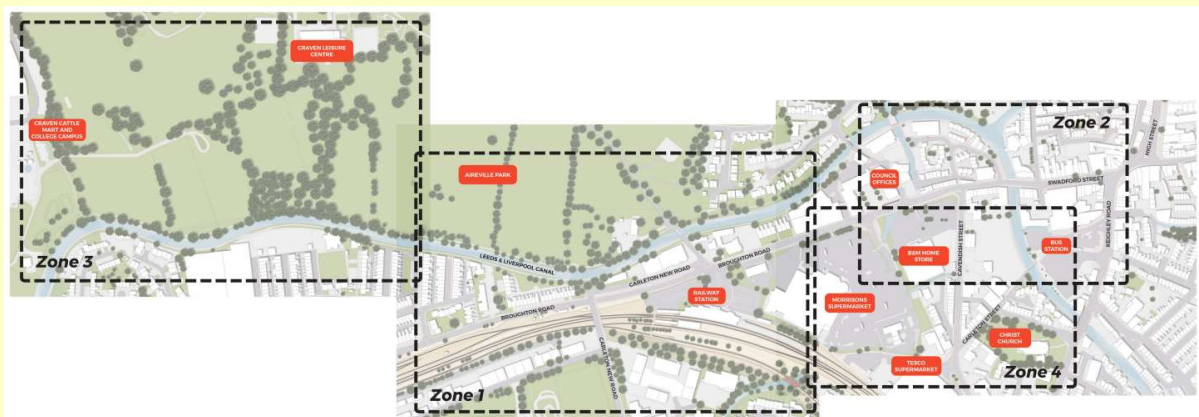
Engagement with Residents

Targeted engagement was held with residents of Belle Vue Terrace and Carleton Street via letter drop and Microsoft Teams, given that the proposals could impact existing car parking arrangements in these areas. The proposed bidirectional cycle lane on Broughton Road required some reallocation of carriageway currently used for on-street parking in this area, affecting residents of a number of properties along the route. The existing sections of road currently used for car parking are not allocated to residents and are within the public highway. If reallocated for alternative use, there would be no requirement for the Council to provide alternative car parking for residents. There are 20 properties affected, with 10 no. parking spaces available. It was also considered that there may be an option for residents to rent space from the adjacent apartment block to the east at a cost.

As part of the scheme, some informal parking areas were also to be removed on Carleton Street (i.e. sections of carriageway not subject to waiting restrictions). Parking would be retained for residents. As part of the engagement, residents enquired if a permit scheme could be investigated, but this was not considered necessary at this stage.

An example of the consultation materials developed for the Stage 1 consultation is shown in **Figure 2-12** below, which illustrates the zonal plan used to allow viewers to comment and review areas they see as a priority.

Figure 2-12: Zonal plan presented at consultation



Each zone had its own consultation pack, with before and after general arrangements, visualisations, and descriptions of key issues and constraints. For example, Figure 2-13 below shows the drawings and visuals presented for Zone 1: Skipton Station Gateway.

Figure 2-13: Zone 1 consultation materials

Zone 1: Visualisation



Alongside the public consultation exercise, engagement with key external stakeholders has been ongoing throughout the design and development of the scheme. Joint elected member briefings were held to inform County, District and Borough local members and portfolio holders and to discuss the proposals in advance of the consultation. Formal endorsement of the response to the public consultation was sought at the May 2021 meeting of the Council's Executive. Please refer to Table 2-10 earlier in this section for further details on the stakeholder engagement held.

During the first consultation, a total of 193 online surveys were completed by participants. A summary of the feedback is given below:

- The proposals for the Station Gateway area were well-supported, with 72% of respondents feeling 'positive' or 'very positive'. Some concerns were raised over the removal of trees in this area;
- Some concerns were raised over the proposed bidirectional cycle lane on Broughton Road. This included concerns over retention of blue badge parking and emergency vehicle access, as well as general concerns over the implementation of cycle lanes in this area;
- The proposals to improve the Auction Mart route were well supported, though some concerns were raised over personal safety, with suggestions for better street lighting;
- The proposed changes to Gallows Bridge were well supported. Suggestions were made to make the bridge safer for people to walk, cycle and wheel; this included anti-slip surfaces and ramps for cycles to improve accessibility.

Feedback from the consultation was used to shape the preliminary designs. The key changes based on the feedback received are as follows:

- To address concerns regarding the removal of trees in the Station Gateway Area, a 3:1 planting regime was introduced, to help mitigate any tree loss within the station boundary;

- In light of the concerns raised over the cycle lane on Boughton Road, a decision was made to remove the cycle facilities from the design and focus on enhancing the pedestrian environment. This also meant the parking outside Belle Vue Terrace could be retained, and the taxi rank on the northern side of Boughton Road could also be retained, as well as introducing more areas of greenery and landscaping. The Boughton Road proposals are being progressed with a focus on transforming the area for pedestrians and enhancing public realm, rather than providing dedicated cycle infrastructure;
- NYC began exploring options to install lighting along the Auction Mart route, in response to concerns raised by members of the public;
- The existing one-way system on Cross Street was extended to allow widening of the footways on Carleton Street to enhance pedestrian movements. A shared-space was also introduced on the approach to Gallows Bridge to open up the area for pedestrians and cyclists.

The Consultation Analysis Report which summarises the outcomes of the Stage 1 consultation exercise is included in Appendix H.

Stage 2 Public Consultation: October- November 2021

A further round of public consultation for the Skipton TCF scheme took place over a four-week period between 18th October and 12th November 2021. The aim of the consultation was to seek feedback on the preliminary designs, which had been shaped following analysis of the feedback received during the earlier consultation exercise.

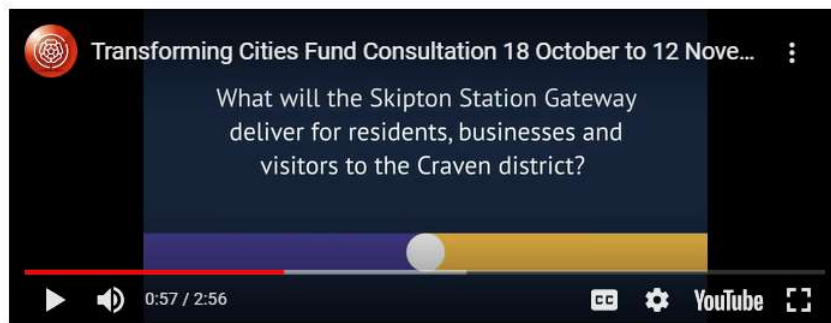
The exercise aimed to feed back some of the key themes to the public, to inform how they have influenced the revised proposals, in the form of *'you said, we did'* narrative. An online webpage and survey were set up to gather feedback on the scheme.

A variety of channels were used to promote the consultation. This included:

- Social media;
- Press;
- Flyers and posters;
- Direct mail;
- Stakeholder briefings;
- Online webpage;
- NYC telephone helpline;
- Freepost;
- Online video; and
- 2x Online live events.

Given that the consultation took place in the aftermath of the COVID-19 pandemic, when government restrictions on public gatherings and social distancing were still in place, it was a virtual exercise. An online webpage was set up which provided information on the latest proposals and how the scheme had changed based on earlier feedback received. Two online live events were held, where attendees were presented with the proposals and could ask questions to the project team. An online video was also available, which provided more information on the TCF proposals. It also included clips of interviews undertaken with local Councillors. A screenshot of the video is presented below.

Figure 2-14: Image of the online consultation video



Our video about the Skipton Station Gateway proposals

October 18, 2021

During the second consultation exercise, a total of 125 online surveys were completed. In general, more respondents felt “positive” or “very positive” (67%) on the latest proposals to improve the Skipton Station Gateway. 4% felt “negative” or “very negative”. 22% of respondents were ‘neutral’ and 7% said they didn’t know.

Thus, the Proposed Scheme was taken forward as presented to the public with only minor design evolution as part of the detailed design process.

Consultation & Engagement Inclusivity

Throughout all engagement and consultation activities, NYC and WYCA have been committed to promoting equality and diversity in driving inclusion, by ensuring equal opportunities for everyone to get involved. During each stage of the process, efforts were to engage with ‘seldom heard groups’, which refers to under-represented people and/ or communities, who rarely have the same opportunities to express themselves as other stakeholders. Due to multiple barriers affecting access to- and the use of- public and social services, these groups are typically harder-to-reach, with additional efforts required to engage them.

As part of the consultation planning process, a Seldom Heard Groups Action Plan was developed. This utilised knowledge from within the Council and building on previous engagement, to identify the seldom-heard groups within Skipton. Communications were then sent to key contacts, such as representatives from community, accessibility, and disability groups, including *Skipton and Craven Action on Disability (SCAD)*, *Selby District Racial Justice in North Yorkshire*, and *North Yorkshire Learning Disability Partnership Board*. The communication signposted the consultation and survey and offered the opportunity to engage further, such as through a meeting or focus group. It was also requested that those contacts circulated the information supplied to their wider networks, to encourage participation.

Additional efforts were also undertaken to reach people who were unable to engage online, who may not feel comfortable using online services, or may experience access issues. NYC supplied a freepost address for letters or return of paper surveys, a dedicated telephone number for enquiries, printed leaflets, articles in local newspapers, and paper versions of the proposals and surveys were available on request. Contact details were supplied for those requiring information or to request alternative ways of accessing the information.

This approach helped ensure the engagement and consultation activities were as inclusive and accessible as possible, with feedback received taken into consideration at the various stages of design. Ultimately, the approach ensured NYC was able to document a robust approach to community engagement, expending a relative, proportionate, and reasonable amount of effort in trying to engage all groups.

NYC considered all comments received during the above-outlined engagement to develop a high-quality design, including wider pavements, improved crossings, consideration of materials and colour contrasts. It is considered that the designs comply with all relevant industry best practice, government-issued guidance, and legal requirements such as the Equality Act 2010.

Appendix I contains the Stage 2 Consultation **material and reporting**.

3. Commercial Case

The purpose of the Commercial Case is to demonstrate the demand for the project and that there is a sound procurement strategy for the project that will ensure that the Scheme Objectives are realised over the life span of the project.

Note – All sections should be reviewed and updated if this is the Full Business Case. A summary of any key changes and their implications on the business case should be included.

3.1 The Case for Change

3.1.1 What evidence is there to support the market demand justification for this project?

It should be noted that the Skipton Railway Station Gateway TCF scheme was originally jointly promoted by North Yorkshire County Council (NYCC), the Highway Authority, and Craven District Council (CDC). Since 1 April 2023 the county's local government structure has been replaced with a new unitary council, "The North Yorkshire Council". NYC is now the responsible organisation for the management and promotion of the TCF schemes in North Yorkshire. It should, therefore, be noted that any subsequent references to Craven as a Local District, reflect the geographical formation of the area prior to the council merge.

The strategic case demonstrates that there are a number of key existing challenges and future drivers for change that need to be addressed. The scheme has been subject to a significant level of appraisal and assessment and there has been a substantial amount of work undertaken to identify the key challenges, consider potential scheme options and assess the impacts. A summary of the key issues and supporting evidence is provided below.

Existing Challenges

- **Low value employment.** Whilst Skipton has a concentration of employment in higher value industries such as health and financial services, the majority of employment jobs in Craven District are currently within low value sectors, occupied by local residents. Much of the district's high skilled residents commute to other parts of the LCR (including Leeds and Bradford) to access employment. This highlights the need to build on existing sector strengths to deliver more higher value employment opportunities, to support economic growth and development in Craven, and create higher paid, higher skilled opportunities for local people;
- **High level of cross-boundary commuting** to/from the Craven district highlights the need for strong and reliable transport links to the wider LCR, ensuring commuting patterns are as sustainable as possible, with a shift towards non-car modes such as rail and bus. Only 57% of Craven residents live and work in the district – the lowest of all districts within North Yorkshire⁹. Skipton experiences a net in-flow of almost 3,000 more people travelling in to access employment than travelling out, highlighting the lack of local skilled labour supply. This highlights the need for good levels of accessibility between Skipton and the larger economic centres in the LCR, to enable good linkages and connectivity between people and employment opportunities, whilst also improving local labour supply;

⁹ –Census 2011 (ONS) - Location of usual residence and place of work by method of travel to work (MSOA level)

- **Pockets of deprivation** exist to the southeast of Skipton town centre, with 40% of households in these areas (which are amongst the 20% most deprived areas in the country) not having access to a car. This emphasises the need to ensure strong transport links, both locally and regionally, via non-car modes. This will ensure all groups have equal opportunities to access education, employment, and key services, and help to overcome transport-related barriers that may inhibit productivity and economic growth;
- **Poor-quality Transport Gateway** and public realm with limited accessibility to Skipton Railway Station. There is a clear need to improve the gateway to the town – Skipton Railway Station is the second busiest in North Yorkshire (over 1.3m journeys over both 2020/21 and 2021/22)¹⁰ – as well as identified potential rail upgrades and service enhancements. The adopted Craven District Local Plan also identifies the Grade II listed station as an important Gateway to the town, but notes that its facilities, surroundings, accessibility, and relationship to the town centre need significant improvement.

Recognising the need to improve the area around the Station Gateway, the draft Skipton Triangle Masterplan (2021) set out proposals to rejuvenate and transform the local area. It encompasses Skipton Railway Station and two sites that have been allocated as employment/commercially led mixed use regeneration opportunities in the Craven Local Plan (sites SK139 and SK140). The Masterplan highlights the need to boost and rejuvenate the station gateway area to reposition it as the key future ready travel hub within the town. Importantly it recognises that this is an integral part of Skipton’s growth and aim to become a more successful place. Furthermore, the Masterplan details how investment is required to ensure that the gateway area can become more dynamic, and able to react to the changing economic, social, and environmental requirements for both users and occupiers. The key objectives of the Masterplan are to:

- Bring forward proposals for the development of the Railway Station as a quality multi-modal transport interchange with the facilities to meet future passenger requirements;
- Enhance Skipton from economic and social perspectives, with a focus on inclusive growth and ensuring access to opportunity for all; and
- Bring forward proposals for environmental and transportation improvements that contribute to achieving the Council’s pledge to make the district carbon neutral by 2030.

The objectives of the Masterplan would directly support the aims of TCF to deliver a high-quality transport gateway for Skipton.

- **Low cycling mode share in the town**, with only 1% of people travelling by bicycle to work in Skipton in 2011 and also only 1% in 2021¹¹. This low percentage and lack of modal shift is likely due to the lack of quality cycling infrastructure, compounded by Skipton’s historic narrow and constrained street topography. Leisure cycling is more prevalent with the town acting as a gateway to the Dales. The Skipton Local Cycling

¹⁰ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

¹¹ Journey to Work Mode Share (Census 2021, ONS)

and Walking Infrastructure Plan¹² was published in 2020 and establishes a long-term strategic approach to improve the conditions of the local cycling and walking networks and forms a vital part of the Government’s Investment Strategy¹³ to increase the number of trips by active users. Through its development, the LCWIP was informed by a range of stakeholders including local authority officers, statutory bodies, local employers, and schools/colleges to inform the Network Plans and priority schemes. The TCF area of focus was identified as a ‘Primary Route’ for both cycling and walking, reflecting their potential role in carrying large volumes of cyclists and pedestrians and improving connectivity between key origin and destination points. ; and

- **Low levels of bus mode share**, despite relatively frequent bus services connecting Skipton, and settlements in south Craven, to towns and cities in West Yorkshire and East Lancashire, including Leeds and Burnley. The viability of bus services continues to be challenging. Skipton’s low bus mode share, with 3% modal share in 2011 and only 1% modal share in 2021, could be attributed to the town's limited opportunities for bus / rail interchange, long journey times, as well as a lack of pedestrian links to the bus station. Intervention is therefore required to improve sustainable links to the bus station and improve the attractiveness of bus travel; this would contribute towards increasing bus patronage and reducing reliance on private car travel.
- **Generally poor existing cycling infrastructure**. There is a lack of dedicated cycling routes connecting to the Railway Station, or the Bus Station, resulting in less opportunities for sustainable modal transfer and constraining levels of sustainable travel accessibility to Railway/Bus Stations. Pre-COVID, only 2% of individuals (MOIRA, 2020) arrived at the Railway Station by bicycle, and there is significant scope to increase this. In response to the Covid-19 pandemic, and the need to deliver emergency social distancing measures, the advocacy group CycleStreets launched the WidenMyPath online tool¹⁴. The tool enables the public to identify where changes to active travel infrastructure are needed. Public feedback registered on the tool highlighted a lack of existing cycle infrastructure in the centre of Skipton and the need to deliver this, but it didn’t highlight Broughton Road as a particular issue;

Future Drivers

- **Future Ready & Resilience**: The resilience of town centres and the need to be future ready is an increasing priority and will continue to have an impact on Skipton. This is particularly important given the climate emergency and associated targets for net-zero. Craven District Council approved the Climate Emergency Strategic Plan (CESP) 2020-2030 in February 2020 and committed to work towards becoming Carbon Neutral across the District by addressing the three largest pollutants, one of which being road travel and transportation¹⁵. The CESP set an objective to “Reduce the carbon impact of travel and transportation across the district by improving and promoting reduction in

¹²

[northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/funding/LCWIP/Skipton%20LCWIP.pdf](https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/funding/LCWIP/Skipton%20LCWIP.pdf)

¹³ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

¹⁴ [WidenMyPath.com](https://www.widenmypath.com)

¹⁵ **Please note that that despite the abolition of CDC, the existing Local Council statutory documents such as the Local Plan and Climate Emergency Strategic Plan, have been retained as valid documents until an NYC replacement is published.*

travel and take up of zero and low carbon transport options”, identifying a variety of actions to support this, including TRT03 – Safer Walking and Cycling Network and TRT06 – A coordinated approach to public transport improvement. NYC’s Climate Change Strategy also seeks to address these issues;

- **Future Investment & Planned Development** – There are strong growth aspirations for Skipton; this growth will continue to put pressure on the network and rebalancing movement towards more sustainable modes of travel will be important. The adopted Craven District Local Plan (2019)¹⁶ includes provision for 4,600 net additional dwellings from 2012 to 2032, an average housing requirement of 230 net additional dwellings per annum, with 50% to be in Skipton, along with 10ha (almost one third) of employment land, with the area around Skipton Railway Station identified for employment and commercial led mixed use regeneration;

Traffic modelling, undertaken as part of the evidence base for the Local Plan, forecasts that the combination of already committed and Local Plan allocated sites will already will significantly increase car-based trips during the peak periods. Without intervention, four junctions in Skipton (of eleven assessed) would operate over capacity because of the planned growth as set out in the Local Plan. These junctions are:

- A65/Gargrave Road/A629/A59;
- A6069/Cavendish St;
- A6131/A65; and
- Broughton Road / Carleton New Road.

It was also identified that specific arms of a number of these junctions (A65/Gargrave Road/A629/ A59 junction, A6069/Cavendish Street junction and the junction of Broughton Road/Carleton New Road) are already operating over capacity and congestion is already evident in the town in peak periods. The planned growth and development will exacerbate these issues without intervention.

As a result, without intervention and a move towards greater levels of sustainable travel, the existing town centre congestion is forecast to increase, and the network will be placed under increasing pressure as it tries to accommodate the growing number of trips and increased travel demand. There is, therefore, a need to encourage a sustainable mode shift (rail, bus, cycling and walking) to open up capacity on the network and provide resilience to future growth. This is a key element of WYCA’s SEP principle for ‘good growth’, aligning particularly with Priority 3: ‘*Infrastructure for Growth*’, which sets out the target for infrastructure which enhances places, improves connectivity, minimises carbon impact and maximises gross value added (GVA);

- **Economic Growth and Strategic Connectivity:** Strategic connectivity both locally and across the wider LCR will play a key role in facilitating economic growth in Skipton.

There is significant and growing demand for the usage of Skipton Rail Station, due to plans such as Northern Powerhouse Rail and a significant scale of planned development which is particularly concentrated around the town centre. As a result of this growing level of demand, there will be a significant increase in the number of journeys traveling to and from the gateway area. This will result in additional demand for the proposed infrastructure improvements, which will provide improved accessibility

¹⁶ <https://www.cravencd.gov.uk/media/8733/z-local-plans-ldf-314-local-plan-adoption-2019-lp-adoption-docs-final-adoption-local-plan-pdfs-craven-local-plan-appendices-and-policies-map.pdf>

and sustainable travel links between the gateway and the surrounding area. More specifically, this increasing demand, together with the improvements to be delivered, will lead to a greater number of individuals using rail services to/from Skipton Rail Station, and a greater number of individuals traveling to/from the station via sustainable and active travel modes (walking and cycling). In addition, enhancing the station will contribute towards increasing the attractiveness of commuting by Rail from outlying villages and towns along the Airedale line.

The economic assessment methodology, deployed as part of the scheme development, demonstrates that the proposed scheme is expected to deliver growth in demand resulting in additional rail trips as forecast from the Rail Demand Model outputs. A significant proportion of these trips are forecast to access the station by walking. As demonstrated schematically in the Strategic Case 16,000 people live within a 20-minute walk of the station, emphasising the need to provide improved sustainable access to rail and bus interchanges, to in turn support sustainable strategic connectivity, supporting economic and carbon zero targets;

- **Lower levels of investment and development** in Skipton, constraining plans for economic growth, increased residential and commercial development, and a revitalised town centre area.
- The Skipton High Street Heritage Action Zone (HAZ) is a project being delivered by NYC (previously CDC), working in partnership with Historic England. Skipton was awarded £1.6 million focussing on the high street's historic environment with a further £95,000 to deliver a cultural programme alongside . The programme aims to unlock the potential of the high street and wider town centre area making it more attractive to residents, businesses, tourists, and investors.

The HAZ project and the TCF proposals complement each other and provide wider-reaching improvements across the town, particularly through improving access to key sites across the town and enhancing connectivity between the railway station and the town centre. This will help increase economic vibrancy as well as capacity on the local transport network and support the movement of people and goods; this will help attract more residents, businesses, and tourists in the area;

- **Economic costs associated with lack of access to employment** and/or educational opportunities within the town and across the wider LCR are a key issue and can adversely impact both the local, and wider regional, economic growth and development ambitions. To help address these issues, the Skipton Employment and Housing Growth Scheme¹⁷ aimed to generate growth and promote job creation in the town. The project consists of four key components, which collectively will improve connectivity between Skipton town centre, the railway station, Engine Shed Land and Ings Lane Industrial Estate and the western bypass; and
- **Population Growth & Societal Changes:** Skipton has a rapidly growing and ageing population, together with significant planned development. By 2030, there will be a 24% increase in the population aged 65+ and a 4% decrease in the working age group. This results in lower economic activity, reducing the ability of the local labour force to support economic growth and development. There is a need to retain and attract younger people

¹⁷ <https://www.cravencd.gov.uk/news/news-archive-folder/june-2018/5-million-growth-project-funding-agreed-for-skipton/>

to live and work in the town, and the wider district. Improved access to employment across the LCR from Skipton and its rural hinterland could make the area more desirable.

Summary

Investment in the proposed Skipton Station Gateway TCF scheme is necessary to deliver the improvements required to befit the role of Skipton Railway Station as a strategically important transport gateway and improve access to opportunities within the wider LCR and key economic centres. In addition, improvements are required to respond to the significant forecast growth in passenger usage, to contribute to economic growth ambitions, and to unlock development through providing improved and viable sustainable travel links, both locally and for cross-boundary commuting trips, which are currently predominantly made using unsustainable modes (private car). The scheme will provide a 21st century gateway, responding to the current and future (projected) high usage of Skipton Railway Station, and offering a high-quality user experience ensuring the train becomes a more viable travel option for more people.

In delivering enhanced multi-modal access to Skipton station as a gateway to Leeds and the wider city region, the proposed improvements align with WYCA's transport connectivity priority of developing the infrastructure and services required to support the construction. Demand for active travel enhancements as part of the proposed scheme interventions and commercial case is well demonstrated.

3.1.2 What evidence is available to support the projected take-up by the market?

Building on the evidence presented in Section 3.1.1, it is clear that the continued growth and prosperity of Skipton town centre as a principal town in the district and gateway to the Leeds City Region is dependent upon providing sustainable travel options. The dominance of private cars and vans is no longer seen as a sustainable option and can be seen to 'choke' future growth.

This has been articulated through the Strategic Case for change and is based on a range of supporting studies, assessments, strategies, workshops, and briefings including:

- **Aireville Park Masterplan (June 2013)** - To the northwest of Skipton town centre the Aireville Park masterplan, developed in partnership and with the Friends of Aireville in June 2013 identified connectivity as a key element of the project, connecting key educational and employment opportunities with the railway station and town centre. This masterplan has helped directly inform scheme 3 (Railway Station to Auction Mart Footpath Enhancements);
 - **Leeds and Liverpool Access Development Plan (August 2015)** - The Sustrans developed 'Access Development Plan' identified opportunities to increase connectivity throughout Skipton. Developed in partnership with relevant stakeholders and subject to consultation with Parish Councils the document identifies the proposed TCF schemes as opportunities to enhance connectivity between Skipton Station and the town centre;
 - **Craven District Local Plan Evidence Base** - Modelling Highway Impacts of Local Plan Developments (June 2017);
 - **TCF Options Workshops, Meetings, and Members** briefings held throughout the SOC and OBC stages with delivery partners, including Craven District Council officers, North Yorkshire County Council officers, Canal & River Trust, Northern Trains Limited, Network Rail, and local members. Activity during the FBC stage is set out in Section 2.1.6 of the Strategic case;
- Open Skipton (Access Fund)** – NYC and partners working with schools, businesses, and residents – particularly in new developments – to increase awareness of the different, more

sustainable modes of transport available. This includes walking, cycling, public transport and car sharing. Over 1,000 people engaged from residential and business engagement strands of the project. In a travel survey residents indicated that better walking and cycling routes would make them consider other ways of travelling to their regular destinations. General engagement across the programme was demonstrative of strong support for improved walking and cycling infrastructure.;

- **Local Cycling Walking Infrastructure Plan (LCWIP)** – The preparation of a Local Cycling and Walking Investment Plan (LCWIP) for Skipton. An internal workshop held in November 2019 and an External Workshop in January 2020, combined with activity through the Access Fund created a strong evidence base to inform the LCWIP, of which the TCF proposals are emerging as key connectivity requirements for the town; and
- **Draft Skipton Triangle Masterplan (2021)** – Craven District Council commissioned Allies and Morrison to prepare a masterplan for the Skipton Station Triangle, with a focus on Skipton Railway Station and two areas that have been allocated as employment/commercially-led mixed use regeneration opportunities in the Local Plan. The masterplan incorporates and builds on the TCF proposals.

In addition, a series of case studies of similar UK-based sustainable travel and public realm schemes have been reviewed to provide evidence in support of the schemes’ potential to effect a positive change within Station Gateway area. The case studies are summarised in Table 3.1.

Table 3.1: Sustainable Travel and Public Realm Improvements – Case Study Evidence

Schemes aimed at improving travel quality	Scheme Description	Recorded Scheme Impact
Kelso (Source: The Pedestrian Pound, Living Streets, p31).	Implementation of public realm enhancements, traffic management and supporting measures within the town centre vicinity	Kelso saw an increase in town centre footfall of 28% compared to 2011 pre-implementation levels
Cycling Demonstration Towns (Report to the Department for Transport, Sustrans 2017)	CDT ran from 2005 to 2011 to encourage cycling for everyday urban trips. In line with programme was also the Cycling City and Towns (CCT)	Over the duration of the programme, cycling trips increased in the six medium-sized towns it ran in. There was a 29% increase in cycling for the six CDT’s and an overall increase of 24% for the 12 CCT’s
Hatfield Town Centre Regeneration (LGA, 2020)	The scheme involved town centre regeneration in Hatfield to improve public perception and local employment through the improvement of the public realm, town square re	The regeneration saw the attraction of new businesses and retailers, producing a 20% increase in spending in the town. Town perceptions changed, social media responses were very positive, and Hatfield was

		named in the national media as a 'rising star'.
West Suffolk Public Service Transformation (LGA, 2019)	The scheme involved 6 market towns whereby funding was awarded to create community hubs.	The outcomes of the West Suffolk community hubs provided the following benefits; land released for over 1,200 new homes, creation of over 4,000 new jobs, and £12m in revenue savings.
Kirkby Town Centre regeneration (LBA, 2022)	The scheme involved the production of a new civic square, public realm improvements such as planting, seating, and improved lighting, as well as supporting new developments such as a New Morrisons in the town centre.	The benefits of the scheme included 23.5 hectares of land released for housing development, creation of 700 jobs directly from this scheme, and improved facilities and local levelling up.
Pedestrianisation of Greek Street- Leeds (Source: Greek Street Study- How Do?! Yorkshire on behalf of Leeds City Council)	The aim of the scheme was to pedestrianise Greek Street in Leeds; a busy location in the centre of the city which has several amenities on including bars and restaurants.	The outcome of the scheme was that there was a positive general agreement amongst the public towards the scheme with 93% of respondents to the survey agreeing that pedestrianisation has improved the street as a destination and 86% of respondents agreeing that they would be more likely to visit the street if it was pedestrianised. Also, there was substantial business rates growth on Greek Street since the street was pedestrianised. The income rate in 2016 was £432,704 in comparison to £656,521. A 52% growth.
Pedestrianising Cookridge Street. (Source: Leeds City Council, 2018)	Cookridge Street which connects to The Headrow was pedestrianised. The aim was to provide residents and tourists with improved public realm space and a new area to visit.	When the scheme was first implemented, a survey conducted by Leeds City Council found that out of the 91 people surveyed 100% of respondents believed the pedestrianisation was a good idea. 79% said that they stayed in the city centre longer due to the

		<p>park. The positive response suggests that improved public space in the city centre would attract more residents and tourists which could potentially increase revenue for businesses. As seen on Greek Street.</p>
<p>Pedestrianising Briggate, Leeds. (Source: City Centre Vehicle Access Management Scheme, 2017).</p>	<p>Briggate High Street in Leeds was one of several areas of the city become pedestrianised in 1990 in an attempt to improve the public realm and make the core of the city more attractive to pedestrians.</p>	<p>Since Briggate High Street was pedestrianised the urban core has improved greatly, with Briggate being the catalyst for retail growth in the city for decades.</p>

Based on the above local plan/policy evidence and sustainable travel studies, it is considered that there is a strong precedent for achieving a significant and sustained increase in walking and cycling levels in urban areas through the implementation of new active travel infrastructure and reducing or removing cars and vans from areas with higher pedestrian footfall.

Sustainable transport connectivity and public realm improvements are key to unlocking built development, that will bring much needed new homes and jobs to the town. The TCF scheme is, therefore, critical to facilitate future development of the area including realising the objectives of the Skipton Triangle Masterplan.

Downstream Investments

The Skipton TCF scheme will play an important role in the emerging masterplan and transformation of the area around the station which has been allocated as a regeneration opportunity in the Craven Local Plan. The Local Plan requires enhancement of the station as a transport hub to help deliver improved connectivity with the wider town and city region. Importantly, the TCF scheme will help to unlock commercial, employment, transport, and community development opportunities in Skipton.

The Skipton Station Gateway scheme will also support the delivery of Local Plan housing targets in the area (of the 4,600 additional dwellings required, 50% are in Skipton). This includes unlocking a small proportion of the 442 new housing units planned in the nearby area. The scheme will also generate benefits for local workers as they will be able to live in the area and take advantage of the enhanced station facilities and rail services.

The Skipton Station Gateway scheme will also contribute to the unlocking of two major mixed-use regeneration sites immediately adjacent to the station. Although a relatively small proportion of these new developments coming forward will be attributable to the station scheme, the TCF enhancements will nevertheless contribute to the redevelopment and regeneration of the town (and will be a factor boosting economic activity in the post-COVID 19 recovery phase).

All of these developments and investments align with WYCA's objectives of boosting housing and employment opportunities in the area as well as improving connectivity in the region and promoting sustainable travel.

3.2 Procurement Strategy

3.2.1 What is the procurement strategy/approach?

Procurement Strategy

The procurement strategy for the scheme covers the use of existing arrangements and the procurement of additional resources for both the design and preparation stages, including detailed design and the construction of the scheme.

The procurement process was run in accordance with the then NYCC procurement principles set out within the Procurement and Contract Management Strategy 2018-2022. The ambition of NYC, in terms of procurement was, to:

- Achieve savings and value for money for the communities of North Yorkshire;
- Support the delivery of quality outcomes for service users;
- Support the wider ambitions of the Council and its partners;
- Develop a very deep understanding of user needs;
- Influence and operate commercially, understanding supply market capabilities;
- Practice robust contract management;
- Attract suppliers of all sizes and from all sectors to want to work with the Council;
- Attract procurement professionals to want to work for the Council; and
- Be recognised nationally as a procurement centre of excellence and expertise.

The procurement options described within this document will support the vision of the NYCC Procurement Strategy which is:

“Working collaboratively to deliver efficiencies, value for money and sustainable quality through a proactive commercial approach to procurement and commissioning for the communities of North Yorkshire.”

Adhering to these principles will ensure the scheme is commercially viable and the outcomes are achieved.

Sourcing Options

The Procurement Strategy at each of the remaining stages of the project will have a significant influence on the programme and risk allocation of the project and will consider the risks in the risk register. Post-FBC and detailed design, the remaining milestones of the project are:

- Provision of services to support the successful completion of all statutory procedures;
- Procurement of contractor; and
- Construction of the scheme.

The delivery programme for the remaining stages of the project is shown below in Table 3.2.

Table 3.2 - Skipton Station Gateway Milestones (Phase 1)

Activity	Start	End
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Procurement of Contractor	03-Jun-21	01-July-24
Statutory Orders (including TROs)	15-May-2023	26-Jan-2024
Planning Applications – Scheme 5 - Gallows Bridge	20-Feb-2023	06-Oct-2023
Discharge Conditions – Scheme 5 – Gallows Bridge	27-Jun-2024	04-Sept-2024
Detailed Design	03-Jan-2022	23-Jun-2023
Full Business Case	1-Jul-22	22-Dec-23
Post FBC PAT Approval	01-Jan-24	14-Feb-24
Approval to Proceed	March-24	April-24
Construction (main works)	01-Jul-2024	06-June-2025

Existing Framework Arrangements – project development

The scheme is being delivered by NYC in collaboration with their strategic partners WSP. The Sole Provider Framework through which WSP was appointed, commenced in April 2020, and will last for four years. It spans a range of services including estates management, property projects and highways services and provides a stable delivery mechanism through to April 2024. The partnership delivers a broad range of technical disciplines including Bridges and Structures, Highways, Urban Design, Flood Risk Management, Intelligent Transport, Transport Planning, Environmental, Traffic and Geotechnical. It enables NYC and WSP to work in collaboration to deliver a variety of projects.

The design and preparation phases of the project have continued to be supported by the Sole Provider Framework (WSP). This covers the delivery of the following work stages and milestones:

- Highway design;
- Geotechnical design;
- Landscape design
- Environmental design and planning;
- Road safety audit Stage 1 & 2;
- Structural design;
- Bill of quantities ;
- Construction design
- Consultation;
- Planning; and
- Site supervision.

This arrangement has been used to progress the scheme from feasibility design to the Full Business Case stage. The use of the existing framework partnership has ensured

continuity of design and development of the project. The existing framework ends on 31 March 2024.

Any additional activities not currently under contract, such as site supervision/ contract assurance would be procured in accordance with the council's procurement policies, including any use of existing frameworks such as CCS (Crown Commercial Services) or NEPO (North East Procurement Organisation).

Procurement of Construction Contractor

Construction contractor procurement has been undertaken in accordance with the council's procurement policies, and relevant national policies, strategies and legislation including:

- The National Procurement Strategy;
- The targets of the National Procurement Strategy for Local Government by the Local Government Association (LGA);
- The Public Service (Social Value) Act 2012;
- The Equality Act 2010;
- Local Government Transparency Code 2015;
- The Procuring for Growth Balanced Scorecard;
- The Outsourcing Playbook; and
- The Construction Playbook.

The project team undertook early tasks to help identify potential procurement options and inform the selection of the most suitable construction contractor procurement route. This process was undertaken in conjunction with the other NYC TCF schemes (at Selby and Harrogate) to ensure the most efficient and effective route was selected. These tasks included the completion of a procurement questionnaire and a workshop held in November 2020 with representatives of the project team, WYCA Programme Team and NYC's procurement officer. The procurement questionnaire included questions on the following:

- Project themes (e.g. highways design, urban design, and landscape);
- Project Management structures;
- Design team information;
- Details of any early contractor and supplier involvement;
- Project schedule;
- Project budget;
- Project risks;
- Project approval process;
- Project partners, stakeholders, and dependencies;
- Identified procurement options; and
- Project unknowns.

A number of procurement options were identified and advantages and disadvantages for each considered. These are summarised below.

Private-public partnership

It is envisaged that there would be no benefit to this project by using Design, Build, Finance and Operate (DBFO) or Public Finance Initiative (PFI) types of contract. DBFO and PFI are often used to fund large schemes requiring large capital expenditure, and where government want to spread the cost of capital schemes and move risk of construction to the private sector. If successful, TCF funding will be used to deliver this scheme therefore these types of contracts have not been considered further.

Traditional contract (build only)

This procurement approach involves the preparation of tender documentation, including drawings, work schedules and bills of quantities. Contractors are then invited to submit tenders for the construction of the project, most usually on a single-stage, competitive basis. This is a form of contract which NYC has successfully used many times including the Kex Gill Bypass.

The **advantages** of this include the following:

- Principles developed over many years and widely understood;
- Client develops the specification;
- Risk managed by the client;
- Client retains control and flexibility to change specification; and
- Award of contract on lowest price basis demonstrates Value for Money.

The **disadvantages** of this include the following:

- Client retains risk of delivery on time and to budget;
- No incentive for contractor to innovate;
- No link between design and construction; and
- Nature of all risks are not fully realised at the point of award resulting in the potential for an increase in outturn cost and delays with completion.

Partnering contract with Early Contractor Involvement (ECI)

A Partnering Contract is a collaborative management approach that encourages openness and trust between parties to a contract. Additional Early Contractor Involvement is included prior to contract tendering to inform the design and programming process.

The **advantages** of this approach include the following:

- Collaboration between parties;
- Able to design out construction risks early in the design development;
- Buildability considered earlier in the process;
- Risks are better defined and managed than with a traditional contract; and
- Opportunities to link design and construction.

The **disadvantages** of this approach include the following:

- Many of the disadvantages of traditional procurement can remain; and
- Difficult to get the right people involved at an early stage in the development of the project.

This approach was successfully delivered on the Scarborough Integrated Transport Scheme (SITS).

Design and build

A design and build contract will involve the contractor completing the detailed design and constructing the scheme.

The **advantages** of this approach include the following:

- Integration of design and construction leads to efficiencies in cost and time;
- Single point of responsibility for the client;
- Risks clearly identified and allocated during the procurement phase;
- Stimulates innovation, reducing cost; and
- Allows the contractor to review the buildability of the design before construction commences.

The **disadvantages** of this approach include the following:

- Reduced competition with fewer companies interested;
- Contractor takes on greater risk and prices accordingly;
- Lack of flexibility to change the specification; and
- Quality may be overridden by cost efficiency.

This approach was successfully delivered on the Bedale, Aiskew and Leeming Bar Bypass (BALB) scheme.

Procurement Workshop

The procurement workshop was undertaken to allow for collaborative discussion on the procurement options and support the following objectives:

- Accelerate progress towards identifying a preferred procurement option;
- Minimise any potential for lost time in the Programme;
- Promote a selection process that provides underlying rationale to strategy;
- Focus upon scoring options against decision characteristics; and
- Consider the conflicts/dependencies/concurrent programmes that influence decisions;
- Consider Market Engagement Strategy.

Afterwards, NYC issued a Request for Information (RfI) covering the three NYC TCF schemes. The main aim of the RfI was to gather market information and ensure that there was a market for the proposed procurement approach and financing arrangements. The RfI presented outline project information and asked a series of procurement and delivery questions related to the schemes, covering the following aspects:

- Packaging of schemes and component elements;
- Constraints (time, resourcing, and materials);
- Stakeholder management;
- Opportunities and risks associated with different procurement options; and
- Additional relevant information and feedback.

The keys points identified by this RfI process are summarised below:

- Low market appetite for design and build option due to timescales and risk;
- High market appetite for Traditional contract with Early Contractor Involvement; and
- Equal support for combining all North Yorkshire TCF schemes into one package vs utilising geographical lots.

Selected procurement strategy

The selected procurement strategy secured a contractor on an Early Contractor Involvement (ECI) basis, which allowed for discussions on supply chain planning and sourcing to begin early on - with relevant sourcing in place prior to start on site. The recommended option for the procurement of a delivery contractor was a call off from the Crown Commercial Services - December 2020 – Framework RM6088: Construction Works and Associated Services framework. With an expiry of 30/10/2026. The works were separated into 3 geographical lots (Skipton, Harrogate, and Selby) to ensure that suppliers had the opportunity to bid for these works, but also introduce the opportunity for economies of scale, had a supplier wished to bid for two or more lots.

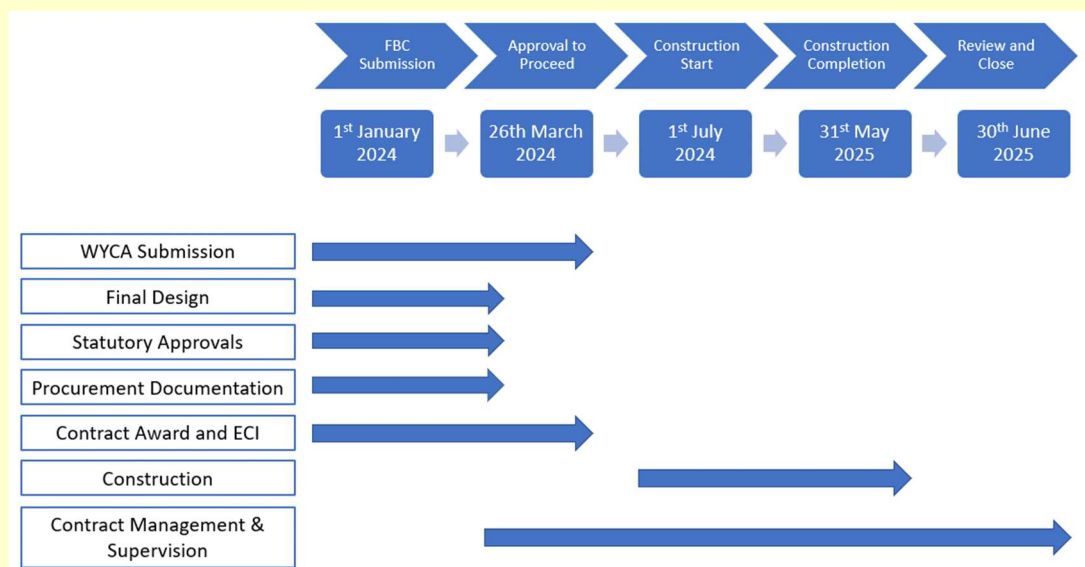
With all the above call offs the recommendation was to secure a supplier using an NEC4 Option C (Target Cost) contract with Early Contractor Involvement (ECI). The ECI allowed for the

contractor to input into final detailed design and early planning for wider supply chain and works phasing considerations. The contract type is designed to encourage collaboration between the contractor, designer and client whilst allowing the contractor to be innovative in order to achieve value for money.

The appointment of Galliford Try as contractor for the ECI stage occurred in November 2021. A target cost will be agreed between NYC and contractor once FBC approval has been given. NYC still reserve the right not to proceed to the construction phase.

Figure 3.1 Procurement Implementation Timetable

The procurement implementation timetable is summarised below:



Creating Social Value from Procurement

Social Value is a key priority for NYC and the procurement of goods and services by the council should play an important role in maximising social value. NYC's procurement policy places a real emphasis on securing suppliers who can offer more than the core technical requirements of the contract and to get best value from public funds by connecting procurement to wider social benefits, such as through employment and training opportunities and voluntary activities within local communities.

The following key social value criteria formed part of the ITT requirements:

- Mandatory weighting for social value contribution for all tenders over £75,000;
- Requirement for the employment of apprentices by contractors as a proportion of total number of employees included within the tender submission;
- Supporting local employment by setting a requirement for the proportion of locally contracted staff;
- Supporting young people through engagement with schools, including work experience;
- Staff volunteering activities
- Increase SME and local spend above the current NYC average;
- Implement the policy for "Clean growth and sustainability" within procurement contracts. This will ensure that tenders are evaluated against any environmental impacts; and

- Where appropriate ensure that green procurement considerations are included in specifications and tender documents to ensure reduced waste, reduced carbon emissions and minimise impact on the natural environment.
- NYC Social Value Commitment is included at Appendix I.

Potential Supply Chain Impacts

There is the potential to use supply chains to positively impact the scheme, for example through the use of local suppliers thereby contributing to the local economy. A full summary of the potential supply chain impacts is given below, this covers both positive and negative impacts.

Procurement Delays

For the last few years, the construction industry has faced procurement and supply chain impacts as a result of worldwide market disruptions (Covid and the Ukraine war for example). Whilst this appears to be reducing there is still uncertainty within the industry, and recent national government announcements (such as the cancellation of HS2) may cause further impacts

Reliance on Supply Chains

Overdependence on a single supplier or trading partner can pose risks to the supply chain, such as vulnerability to disruptions or limited options for sustainable or inclusive sourcing. Diversifying the supply chain by engaging multiple trading partners can enhance resilience, foster competition, and provide more opportunities for inclusive and sustainable practices.

The contractor will therefore attempt to utilise multiple suppliers or partners where possible, to minimise risks to the supply chain and avoid programme delays as far as possible. To mitigate risk Galliford Try will also:

- undertake financial checks on any proposed subcontractor for the major packages of works.
- Ensure that the supply chain has sufficient resource, skill, and ability to deliver the works.
- Where it is deemed required, a bond or parent company guarantee will be procured as part of the subcontract.
- Vesting certificates will be required from the supply chain where appropriate, to secure the materials for the scheme.

Rising Inflation

The steep inflationary rises since late 2021 have had a significant in the affordability of the project. Whilst construction industry inflation is considered to have possibly peaked there is still the potential for further impacts. This poses a risk to the delivery of the scheme.

An allowance will be made for inflation within the target cost submission based on the BCIS index.

3.2.3 Risk Allocation and Transfer

An important aspect of the management process is identifying risks associated with scheme delivery and funding early in the process to allow mitigation to be identified. The Client (NYC) scheme risks associated with the scheme have been considered and included within the risk register found in **Appendix J**. A further summary of the key project risks is provided at Section 6.3.3. Contractor risks are identified in the contractor's risk register and costs included in their pricing.

Where appropriate, the aim is to eliminate the risk, or introduce relevant mitigation measures to manage and reduce the impact of the risk. The Client risks for the project sit with the Project Manager and/or Project Board with an owner has been allocated to each risk.

Risk reduction, value engineering and detailed design activities have been undertaken to support the delivery of the scheme and help to manage the overall costs of the scheme.

As part of the Commercial Case, the general principle that will be adopted is that the risks should be managed by the party best able to manage them. Throughout delivery, the majority of the construction and financial risk will be transferred to the contractor.

The risk register has been developed to inform the QRA (in **Appendix K**). Throughout the scheme the register has been reviewed on a monthly basis by the project team.

The following risk allocation table ('risk transfer matrix') illustrates the indicative allocation of risks resulting from the contractual and procurement arrangements. This ensures that all risks are assigned to the party best placed to manage them, achieving value for money. At this FBC stage, ticks have been provided to indicate where each risk type rests with the public sector (the Council / Government Treasury) or the private sector (the consultants and contractors), or whether these risks are shared between the two.

Table 3.3 - Risk Allocation Table			
Risk Category	Public	Private	Shared
1. Design Risk	✓		
2. Construction Risk			✓
3. Transition and Implementation Risk			✓
4. Availability and Performance Risk			✓
5. Operating Risk		✓	
6. Variability of Revenue Risk			✓
7. Termination Risks			✓
8. Financing Risks	✓		
9. Legislative Risks	✓		

Delivery and programme risk will be shared and incentivised through a pain/gain mechanism provided for as part of the construction contract. Incentivised performance will be based against this through to final delivery.

The proposed incentivised performance definitions set out below to drive efficiency throughout delivery.

Table 3.4 Incentivised Performance Definitions	
Share Range	Contractor's Share Savings/Additional Costs Percentage
Less than 90%	0%
From 90% to 110%	50%
From 110% to 120%	75%

Greater than 120%	100%	
<p>3.2.3 Statutory and Other Regulatory Consents</p>		
<p>NYC have reviewed the potential impacts of the scheme and the consents needed to construct and implement the proposals. These are summarised below:</p> <p>Town and Country Planning Act</p> <p>Planning consent is required for works at the Railway Station, a short section of the canal footpath, Black Walk, and Gallows Bridge.</p> <p>Two planning applications have been submitted for the scheme; one for Skipton Rail Station (2022/24304/FUL) this comprises the reconfiguration of Skipton Railway Station car park and resurfacing of Black Walk. The application was validated on 10th August 2022 and at the time of preparing the FBC, the application is awaiting decision. The second for the replacement of Gallows Bridge (ZA23/25228/REG3) application was submitted on 24th July 2023 and at the time of preparing the FBC, the application is awaiting decision.</p> <p>All other parts of the scheme would be permitted development under Schedule 2, Part 9, Class A (Development by highways authorities) of the General Permitted Development Order 2015 (GDPO).</p> <p>Environment Impact Assessment Regulations (2018)</p> <p>Based on the characteristics of the works proposed through CIP, it is not considered that the works would constitute Schedule 1 development, as described within the EIA Regulations.</p> <p>Following an appraisal against Schedule 2 of the EIA Regulations, the works are considered to fall under Schedule 2, Part 10f (construction of roads) and/or 13b (a change to or extension of development classified under Schedule 2, Part 10f).</p> <p>Combined works within any of the corridors or gateways are anticipated to exceed the 1ha threshold outlined within Schedule 2 of the EIA Regulations. Nevertheless, as outlined within the EIA Regulations and Department for Communities and Local Government Planning Practice Guidance, the exceedance of the thresholds detailed within Schedule 2, Column 2 does not automatically determine that the Proposed Scheme is EIA Development, but rather that “the proposal needs to be screened by the local planning authority to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required.</p> <p>An Environmental Screening process was undertaken in 2020, it concluded that the scheme is not deemed non-EIA development. This screening can be found in Appendix L.</p> <p>Traffic Regulation Orders</p> <p>NYC, as scheme promoters and Local Highway Authority have acquired a number of new / amended Traffic Regulations Orders to facilitate the scheme proposals, including but not limited to, parking, loading & waiting restrictions, and general traffic restrictions. These Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.</p> <p>These Traffic Regulation Orders will follow a statutory procedure comprising:</p> <ol style="list-style-type: none"> 1. Consultation – comprising statutory consultees, affected stakeholders and the general public; 2. Advertisement of the TRO then takes place for a minimum period of 21 days; 		

3. Objections - when considering the objections, the senior officer must decide whether to allow the scheme to proceed, modify the scheme or abandon it. Certain types of TRO may automatically trigger a local public inquiry if objections are received; and
4. Making the order - the TRO can then be formally sealed and advertised as a made order with a date of implementation.

TRO's and DWGs have been drafted, reviewed, and approved by NYC Legal for the proposed changes to parking and waiting and the one way traffic restriction on Carleton Street Skipton. The TROs were published on 28th September 2023 for the Statutory Consultation period which ended on 31st October 2023. Responses will be collated once consultation closes, and the TROs sealed should there be no objections. If there are any objections that cannot be resolved, these will be presented to the Area Constituency Committee for comment ahead of being reported to the Corporate Director, Environment for a decision in consultation with the Executive Member, Highways and Transportation under the Council's Scheme of Delegation.

Temporary Closures

To enable the works to be undertaken, there will be periods when temporary closures will be required in order to allow construction to take place safely.

Galliford Try, NYC's Delivery Partner will produce Traffic Management and Construction Phasing Plans with the aim of minimising traffic disruption and maintain access in the local area to Skipton Rail Station, local businesses, and residential properties. The construction of the scheme is also likely to require the closure of existing sections of public rights of way, footways, and highway temporarily.

Rail Industry Statutory and regulations

Network Rail as operator of the rail network are responsible for all railway assets including track, signalling, bridges, tunnels, and stations. In addition, they are responsible for ensuring the safe operation of the railway at all times – minimising risk to staff, passengers, and members of the public during day-to-day operations and project delivery. They are mandated to provide an assurance role to all rail projects, ensuring compliance with rail standards and design guidance as highlighted below. Network Rail are governed by the Office of Rail and Road (ORR) who regulate the stewardship of the rail infrastructure, enforcing compliance with licencing, legislative obligations, and statutory and regulatory processes.

Design Assurance

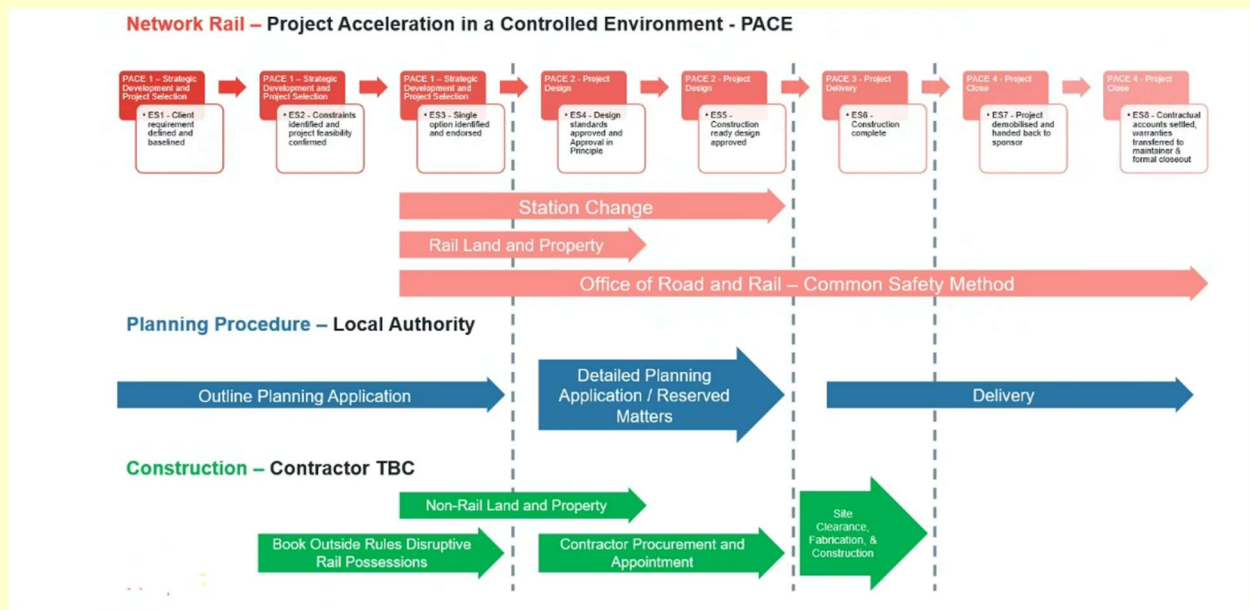
PACE Gateways

Scheme 1 Skipton Station, which forms part of Phase 2 has undergone a significant transition in its development process. Initially, the project adhered to the GRIP (Governance for Railway Investment Projects) design stages, which provided a structured framework for planning and implementing rail infrastructure projects. However, in response to evolving requirements and industry standards, the project has now shifted to follow the PACE (Project Acceleration in a Controlled Environment) stages as prescribed by Network Rail (NR). This adjustment reflects a more contemporary and adaptable approach to project management, incorporating streamlined processes that enhance efficiency and responsiveness. The adoption of PACE stages signifies a commitment to staying proactive of industry

advancements, ensuring that the Selby Gateway scheme aligns seamlessly with current best practices and standards within the realm of railway development.

The development of the rail-led elements of the scheme (station car park) are currently paused as they form part of Phase 2.

Figure 3-5: Alignment of PACE



Regulatory Change

Station Change Request

The Office of Rail and Road (ORR) is the independent economic and safety regulator for the whole rail network in Great Britain. It issues and modifies licences to operate trains and stations. It also approves and may amend contracts for access to track, stations, and light maintenance depots. Each Train Operating Company TOC requires a contract to enable its trains to call at any stations of which it is not the Station Facility Owner (SFO). This is referred to as an access agreement. The ORR needs to approve any new or amended station access agreements. Any material physical change to existing station facilities will require a ‘Station Change’ which has the effect of changing the terms of a station access agreement and should therefore require ORR approval.

The Station Change involves the promoter of the scheme issuing a Material Change Proposal to all station beneficiaries to gain approval for the scheme. The station change process begins in design, with acceptance of the proposal required ahead of construction. A further purpose for the station change is to offer indemnity to all parties affected by the scheme.

Station change will be progressed by NYC and the station change document will be drafted and submitted to the ORR for approval as part of Phase 2.

Landlord Consent

Northern Rail is the Train Operating Company who holds the Station Lease from Network Rail for Skipton Station. Northern Rail are required to apply to Network Rail for their written consent as Landlord before any works are undertaken in Skipton Station Car Park. This is a bi-lateral

agreement between Network Rail and the Operator and does not require industry consultation. Consent is granted via a Licence to Alter using an on-line portal and to receive a response within 28 days. Consent will be requested once Phase 2 resumes development.

3.2.4 Construction Design and Management Regulations 2015 (CDM)

The 2015 CDM Regulations came into force on 6th April 2015, outlining the CDM requirements and responsibilities of the six identified duty holders; clients, designers, principal designer, principal contractor, contractors, and workers. On all construction projects all Designers and all Contractors have specific legal duties under the CDM Regulations.

The Client (NYC) is responsible for whom carries out a construction project and are responsible for making the suitable arrangement for managing a project. They must ensure other duty holders are appointed and sufficient time and resources are allocated. In addition to ensuring the relevant information is prepared and provided to other duty holders, ensuring the Principal Designer and Principal Contractor carry out their duties, and that welfare facilities are provided.

The Principal Designer (WSP), appointed by NYC for this scheme, has the responsibility to plan, manage, monitor and co-ordinate health and safety in the pre-construction phase of a project. They must ensure they identify, eliminate and control foreseeable risks. In addition to, ensuring designers carry out their duties, preparing and providing relevant information to other duty holders, and provide relevant information to the principal contractor to help them plan, manage, monitor, and co-ordinate health and safety in the construction phase.

The Principal Contractor (Galliford Try), appointed by NYC for this scheme, will plan, manage, monitor and co-ordinate the construction phase of the project. They must liaise frequently with the client and principal designer, prepare the construction phase plan, and organise co-operation between other contractors and co-ordinate their work. In addition to, ensuring suitable site induction are provided, that reasonable steps are taken to prevent unauthorised access, workers are consulted and engaged in securing their health and safety, and that welfare facilities are provided.

Do the CDM regulations apply to this scheme?	Yes
Is the lead organisation/promoter as identified in this business case the CDM Client as set out in the CDM 2015 regulations?	Yes
If the lead organisation is NOT the CDM client: Provide details of the organisation which has formally accepted the CDM client role Explain why they have been selected as the most appropriate organisation for this role	n/a

4. Economic Case

The purpose of the Economic Case is to demonstrate the project offers value for money. It is expected that any supporting documentation that summaries any work carried out to develop the Economic Case are referenced and attached as appendices.

For the Preferred Option Testing part of the Economic Case (Section 4.3), this has been split into two parts:

- Part 1 – **Non-Transport** schemes should complete this section
- Part 2 – **Transport** schemes should complete this section

Note – All sections should be reviewed and updated if this is the Full Business Case. A summary of any key changes and their implications on the business case should be included

4.1 Long List Options Testing

4.1.1 What Long List of Options have been considered?

Full details of the option identification and sifting process are provided in the Option Assessment Report (Appendix M). A summary of the process is provided below.

Long List

A long list of 15 interventions for the Skipton Railway Station Gateway scheme was developed and is included in Table 4.1 below (and in full within the OAR in Appendix M).

Table 4.1: Long List of Options

Option	Option Name	Option Description
SKI 1	Skipton Rail Station Gateway Public Realm Enhancements and Improved Access to Station – Option 1	Toucan crossing to east, sustainable travel measures, relocated bus stopping point within Car park, station car park reconfiguration.
SKI 2	Skipton Rail Station Gateway Public Realm Enhancements and Improved Access to Station – Option 2	Toucan crossing to east, sustainable travel measures, relocated bus stopping point within Car park, station car park reconfiguration.
SKI 3	Skipton Rail Station Gateway Public Realm Enhancements and Improved Access to Station – Option 3	Toucan crossing to east, zebra crossing to west, sustainable travel measures, relocated bus stopping point, station car park reconfiguration.

SKI 4	Railway Station to College Campus Footpath Enhancements	Improvements to footpath surfacing and associated safety and wayfinding measures to support walking trips between Skipton rail station (and by extension town centre) to Skipton Academy, Skipton Auction Mart, College Campus including animal management and Equine Centre, and other employment sites off Gargrave Road.
SKI 5	Skipton Rail Station – Internal Facility Improvements	£1m of funding for internal improvements including improved passenger waiting facilities, ticket machines, information boards, café, improved frontage/façade etc. Estimate based on similar schemes around the country. Specific detail yet to be determined.
SKI 6	Black Walk Widening	<ul style="list-style-type: none"> ■ Widening to minimum 3m to accommodate shared use walking and cycling route over approx. 300m. ■ Improved surfacing, potentially using high quality paving to match rail station public realm area (Yorkstone paving or similar). ■ Improved lighting with new columns where necessary.
SKI 7	Black Walk Enhancement	<ul style="list-style-type: none"> ■ Scheme remains similar to Black Walk Widening, but discounts widening to minimum 3m and therefore removes promotion as a cycle route. ■ Includes widening of the eastern and western extents of Black Walk to provide a more inviting access, removal of vegetation and replacement of fencing. Potential of a new access into Morrisons supermarket from Black Walk aiding connectivity and permeability.
SKI 8	Craven Street / Cavendish Street / Black Walk / Tesco junction improvements	Junction build out to aid pedestrian safety. Provision of a formalised pedestrian crossing facility. Improve signing and lining on Cavendish Street to reflect a key cycle link into the Broughton Road active travel corridor.
SKI 9	Gas Street / Cross Street Pedestrian Improvements	Removal of parking on north western side of Carleton Street with widened footway provision on southern side providing direct connection between Craven Street crossing point and Gallows Bridge. Supported by raised table at junction of Gas Street and Cross Street. Pedestrianisation of Gas Street beyond junction with Hird's Yard to enhance pedestrian environment and access to Gallows Bridge. One-way system implemented from A6131 Keighley Road / Cross Street junction via Cross

		Street, to Gas Street. Two-way access maintained on Gas Street to provide access to commercial premises and Hird's Yard residences.
SKI 10	Pedestrianised Streets scheme on Gas Street, Carleton Street, Cross St.	One-way gyratory and adoption of CIHT pedestrianised streets principles to provide a more attractive route for pedestrians and reduce the dominance of the car.
SKI 11	Gallows Bridge Replacement	<ul style="list-style-type: none"> ■ Provision of Equality Act compliant bridge over Leeds and Liverpool Canal. ■ Scheme investigated the possibility of including ramped approaches, but considered impracticable due to massing and the required gradients.
SKI 12	Gallows Bridge Replacement	Replacement of existing bridge with new stepped bridge over Leeds and Liverpool Canal.
SKI 13	Skipton Rail Station Southern Access (via Sandylands Business Park)	Opening of southern entrance and associated link to proposed car park on former Sports Pitch Land off Carleton New Road. Access via Sandylands Business Park.
SKI 14	Skipton Rail Station Southern Access (via Network Rail land)	Opening of southern entrance and associated link to proposed car park on former Sports Pitch Land off Carleton New Road. Access under railway arch on Network Rail land, including acquisition of unit at The Sidings and crossing point over Engine Shed Lane.
SKI 15	Broughton Road Active Travel Corridor	Improved public realm, provision of cycle lanes and associated junction reconfiguration to provide a high-quality active travel corridor between Skipton rail station and the town centre, with key employment/retail sites between.

4.1.2 What Critical Success Factors (CSF)s have been used to evaluate the Long List of options?

Table 4.2: Critical Success Factors

CSF	CSF Name	CSF Description
1	Enabling Inclusive Growth	<p>Key measure: Ratio of earnings at 20th and 80th percentile</p> <ul style="list-style-type: none"> ■ Improved access to employment opportunities from deprived areas via public transport connections. ■ Improved access to education opportunities for young people. ■ More affordable public transport.

		<ul style="list-style-type: none"> ■ Increased uptake of active modes.
2	Boosting Productivity	<p>Key measure: GVA per hour worked</p> <ul style="list-style-type: none"> ■ Support economic growth and job creation by creating in excess of 1,200 jobs and over £100 million of GVA annually of Gross Value Added by 2036 to Leeds City Region. ■ Reduced commuter and student journey times on public transport and active modes. ■ Increased transport network capacity. ■ More efficient transport networks contributing to productivity growth across LCR.
3	Delivering Clean Growth	<p>Key measure: Reduction in carbon emissions</p> <ul style="list-style-type: none"> ■ De-carbonising the transport system through investment in clean technologies. ■ Cars de-prioritised from town and city centres – with a particular focus on air quality exceedance areas. ■ Improved air quality.
4	Creating a 21 st Century Transport System	<p>Key measure: Mode share for sustainable modes</p> <ul style="list-style-type: none"> ■ Increased modal share for each of public transport, cycling and walking. ■ Improved bus speed and reliability. ■ Improved bus and rail passenger experience. ■ Cycling and walking becoming safer, quicker and more convenient.

4.1.3 How has the Long List of Options been appraised?

March 2020

Schemes were proposed based on the potential to best meet the CSFs. Schemes were subsequently appraised using an appraisal framework for the SOC submission (March 2020).

The long list of identified schemes was subject to a four-step methodology to score and sift the options. A schematic of this process is shown in Figure 4-1 below.

Figure 4-1: District Level Four Stage Prioritisation Methodology



A prioritisation framework was developed aligned to the DfT's Early Assessment Sifting Tool in order to assess the performance of individual schemes on the long list against both the five cases of the Green book (Strategic, Economic, Managerial, Financial and Commercial Case) and the identified TCF critical success factors.

Packaging of Schemes

The WYCA Assurance Framework requires a minimum of four option packages to be assessed. For the purposes of the WYCA TCF, the following option packages were identified:

- **Option 1 - Preferred Way Forward (PWF)** – This is the recommended option at this stage of scheme development and demonstrably shows that it has the potential to offer best value for money in the delivery of scheme objectives. The preferred way forward should also have identified potential to be affordable when viewed alongside the scheme's funding strategy;
- **Option 2 - Less Ambitious (LA)** – Based only on the core functionality and essential requirements for the scheme, this package will be a lower cost option but will also deliver lower total benefits than the PWF, and supports fewer of the desirable scheme objectives. This scenario can act as a further benchmark for Value for Money, in terms of cost justifying further intervention;
- **Option 3 - More Ambitious (MA)** – Reflects a more ambitious package of interventions delivering benefits beyond that of the PWF scenario, but likely at a high scheme cost and subject to additional deliverability or affordability pressures than the PWF.
- **Option 4 - Business as Usual (Do Nothing/Minimum)** – Baseline for measuring improvement and value for money. No improvements are identified for the BAU (Do Minimum) scenario.

An iterative process for the scheme packaging was undertaken at the programme-level to further understand risks to delivery, cost estimates and value for money. Schemes were assessed using a Multi-Criteria Assessment Tool (MCAT) as specified in the Options Assessment Report (Appendix M). This, along with available budget allocations, informed the allocation of schemes within packages. This resulted in descoping or exclusions of components to create the different packages.

The initial scheme packages for Skipton at SOC stage of the WYCA Assurance Framework were as follows:

- **Option 1 – Do Something - Preferred Way Forward (PWF)** – Includes the Do Something – Less Ambitious interventions plus Railway Station to Bus Station Active Travel Improvements – including new crossing facilities and the replacement of Gallows Bridge – and the Railway Station to College Campus footpath enhancements;
- **Option 2 - Do Something - Less Ambitious (LA)** – Includes the minimal provision focussing on the Skipton Railway Station Gateway public realm enhancements and the Boughton Road active travel corridor measures;
- **Option 3 - Do Something - More Ambitious (MA)** – includes the Do Something -Preferred Way Forward interventions but includes a higher scope of intervention as part of the Railway Station to Bus Station Active Travel Improvements (pedestrianised streets principles on Carleton St and Cross St; widening of Black Walk to accommodate cyclists), internal improvements at Skipton Railway Station and a new southern access from the station via Network Rail land to a proposed car park off Carleton New Road; and
- **Option 4 - Business as Usual (Do Nothing/Minimum)** – Baseline wherein no changes are implemented along the corridor.

Following submission of the TCF SOC in March 2020, and agreement to progress with the Preferred Way Forward (PWF) scheme package, further work was undertaken to refine and modify the shortlisted options, prior to submission of the OBC.

4.2 Short List Options Testing

4.2.1 What is the Short List of Options?

The Short List of Options as Developed at the SOC Stage (March 2020) is presented in Table 4.3

Table 4.3: Short List of Options

Option	Option Name	Option Description
SKI 3	Skipton Rail Station Gateway Public Realm Enhancements and Improved Access to Station – Option 3	Toucan crossing to east, zebra crossing to west, sustainable travel measures, relocated bus stopping point, station car park reconfiguration.
SKI 4	Railway Station to College Campus Footpath Enhancements	Improvements to footpath surfacing and associated safety and wayfinding measures to support walking trips between Skipton rail station (and by extension town centre) to Skipton Academy, Skipton Auction Mart, College Campus including animal management and Equine Centre, and other employment sites off Gargrave Road.

SKI 5	Skipton Rail Station - Internal Facility Improvements	£1m of funding for internal improvements
SKI 6	Black Walk Widening	<ul style="list-style-type: none"> ■ Widening to minimum 3m to accommodate shared use walking and cycling route over approx. 300m. ■ Improved surfacing, potentially using high quality paving to match rail station public realm area (Yorkstone paving or similar). <p>Improved lighting with new columns where necessary.</p>
SKI 7	Black Walk Enhancement	<ul style="list-style-type: none"> ■ Scheme remains similar to Black Walk Widening, but discounts widening to minimum 3m and therefore removes promotion as a cycle route. ■ Includes widening of the eastern and western extents of Black Walk to provide a more inviting access, removal of vegetation and replacement of fencing. Potential of a new access into Morrisons supermarket from Black Walk aiding connectivity and permeability.
SKI 8	Craven Street / Cavendish Street / Black Walk / Tesco junction improvements	Junction build out to aid pedestrian safety. Provision of a formalised pedestrian crossing facility. Improve signing and lining on Cavendish Street to reflect a cycle link into the Broughton Road active travel corridor.
SKI 9	Gas Street / Cross Street Pedestrian Improvements	Removal of parking on north western side of Carleton Street with widened footway provision on southern side providing direct connection between Craven Street crossing point and Gallows Bridge. Supported by raised table at junction of Gas Street and Cross Street. Pedestrianisation of Gas Street beyond junction with Hird's Yard to enhance pedestrian environment and access to Gallows Bridge. One-way system implemented from A6131 Keighley Road / Cross Street junction via Cross Street, to Gas Street. Two-way access maintained on Gas Street to provide access to commercial premises and Hird's Yard residences.
SKI 10	Pedestrianised Streets scheme on Gas Street, Carleton Street, Cross St.	One-way gyratory and adoption of CIHT pedestrianised streets principles to provide a more attractive route for pedestrians and reduce the dominance of the car.
SKI 12	Gallows Bridge Replacement	Replacement of existing bridge with new stepped bridge over Leeds and Liverpool Canal.

SKI 14	Skipton Rail Station Southern Access (via Network Rail land)	Opening of southern entrance and associated link to proposed car park on former Sports Pitch Land off Carleton New Road. Access under railway arch on Network Rail land, including acquisition of unit at The Sidings and crossing point over Engine Shed Lane.
SKI 15	Broughton Road Active Travel Corridor	Improved public realm, provision of cycle lanes and associated junction reconfiguration to provide a high-quality active travel corridor between Skipton rail station and the town centre, with key employment/retail sites between.

SOC Review and Funding Approval

During the SOC application process (March 2020) and reflecting on the funding and deliverability constraints for some of the schemes, the following schemes were removed from further scheme development.

Table 4.4: Options Removed from the Shortlist Following Post SOC Submission

Option	Option Name	Option Description
SKI 5	Skipton Rail Station - Internal Facility Improvements	£1m of funding for internal improvements
SKI 6	Black Walk Widening	<ul style="list-style-type: none"> ■ Widening to minimum 3m to accommodate shared use walking and cycling route over approx. 300m. ■ Improved surfacing, potentially using high quality paving to match rail station public realm area (Yorkstone paving or similar). <p>Improved lighting with new columns where necessary.</p>
SKI 10	Pedestrianised Streets scheme on Gas Street, Carleton Street, Cross St.	One-way gyratory and adoption of CIHT pedestrianised streets principles to provide a more attractive route for pedestrians and reduce the dominance of the car.

SKI 14	Skipton Rail Station Southern Access (via Network Rail land)	Opening of southern entrance and associated link to proposed car park on former Sports Pitch Land off Carleton New Road. Access under railway arch on Network Rail land, including acquisition of unit at The Sidings and crossing point over Engine Shed Lane.
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Design Development Review Sessions and Design OBC-Stage Design Freeze Workshops

Each of the remaining schemes were then subject to further development work. Weekly design review sessions were held with the Project Team throughout the feasibility design development stage. The Design Decision Log presented in Appendix N summarises the design development process.

This resulted in a number of workshops to review the scheme design information and indicative scheme package costs. The outcome from these workshops was agreement to take forward the scheme options under the Do Minimum, Do Something and Do Maximum scenarios to OBC appraisal. This is summarised in Table 4.5.

Green Streets Workshop

To support and enhance the emerging scheme design a Green Streets Strategy (GSS) has been developed. The GSS highlights the opportunities for public realm and green infrastructure. The Strategy is underpinned by the Green Streets Principles developed by WYCA to ensure the proposals achieve multiple benefits and a high-quality design outcome.

The GSS provide additional the background information which has been focused around the Green Streets Principles and how they can be applied to the context of Skipton Railway Station Gateway to benefit placemaking for cyclists, pedestrians and public transport users. The GSS been guided by input of the Project Team and relevant stakeholders to ensure the scheme is suitable and robust within the context of the requirements for the town and the funding available, whilst also enabling a 'transformative' and high quality design.

The full GSS is presented in Appendix B.

Transport Modelling of Schemes

An iterative process of local junction modelling was used to test the viability of the schemes, by capturing the impact that reallocation of road space may have on general traffic. The outputs of this exercise identified that there was limited impact on the junctions tested, which allowed flexibility in the design to be taken forward.

OBC Options Appraisal

Following the strategic design review and subsequent development work, the refined scheme options were subjected to further appraisal using a Multi Criteria Assessment Tool (MCAT), to ensure they still met the overall criteria for inclusion. This is detailed in the OAR (Appendix M).

The purpose of the MCAT is to assess and score the options based on a range of criteria, including their alignment with the scheme-specific objectives, TCF programme wide objectives, as well as Critical Success Factors (CSFs) relating to costs, public acceptability, deliverability and buildability of the scheme. The outputs of the MCAT exercise were used to inform the short list of options presented in the OBC and FBC as part of the Less Ambitious, Preferred and More Ambitious scenarios.

Table 4.5: Summary of Option Assessment				
Option	Option Name	Option 1 – Do Something Preferred (PWF)	Option 2 - Do Something - Less Ambitious (LA)	Option 3 - Do Something - More Ambitious (MA)
SKI 3	Skipton Rail Station Gateway Public Realm Enhancements and Improved Access to Station – Option 3	✗	✗	✗
SKI 3A	Skipton Rail Station Gateway Public Realm Enhancements with single point of access and signal controlled crossing on Broughton Road	✗	✗	✗
SKI 3B	Skipton Rail Station Gateway Public Realm Enhancements with separate entry / exit with a zebra with parallel cycle crossing on Broughton Road	✓	✓	✓
SKI 4	Railway Station to College Campus Footpath Enhancements	✓	✓	✓
SKI 4A	As '4' with the inclusion of Craven Leisure link	✓	✓	✓
SKI 7	Black Walk Enhancement	✓	✗	✓

SKI 8	Craven Street / Cavendish Street / Black Walk / Tesco junction improvements	✓	✗	✓
SKI 8A	As '8' replacing the proposed signal with a zebra crossing	✓	✗	✓
SKI 9	Gas Street / Cross Street Pedestrian Improvements	✓	✗	✓
SKI 12	Gallows Bridge Replacement	✓	✗	✓
SKI 12A	As '12' but using different finishing materials	✗	✗	✗
SKI 12B	As '12' including bridge widening	✗	✗	✗
SKI 15	Broughton Road Active Travel Corridor	✗	✗	✗
SKI 15A	Revised from '15' to create a compliant LTN 1/20, Bi directional cycle lane on Broughton Road	✓	✓	✓

The difference between the 'Preferred Option' and 'More Ambitious Option' is that the latter includes the acquisition of a portion of the North Yorkshire Fire & Rescue land footprint and associated expansion of the public realm improvements upon this footprint. While this is not presented as a discrete option in the above table, it is a variation to SKI 3B.

Post OBC Changes

Following the submission of the OBC, the detailed design of Option 1 (Preferred Way Forward) was progressed with designs produced and costing undertaken. This costing exercise indicated that the revised scheme costs for Option 1 are in excess of £15m, which is nearly double the current funding allocation of £7.831m. As a result, an initial study was undertaken to understand the benefits of each scheme and their respective costs (see Appendix O).

Following this process, it was agreed, in consultation with the CA that the best way to progress the scheme would be to split Option 1 into Phases, with Phase 1 being delivered using the TCF funding and Phase 2 delivered at a later date subject to funding identification. The Phase 2 funding strategy is contained in Appendix P.

The benefit study was used to prioritise each of the schemes BCR standpoint (and also an affordability and deliverability standpoint) resulting in the following split:

Phase 1

- SKI 4A - Railway Station to College Campus Footpath Enhancements with the inclusion of Craven Leisure link.
- SKI 8A - Craven Street / Cavendish Street / Black Walk / Tesco junction improvements with zebra crossing.
- SKI 9 – Gas Street / Cross Street pedestrian improvements.
- SKI 12 – Gallows Bridge Replacement.

Phase 2

- SKI 3B - Skipton Rail Station Gateway Public Realm Enhancements with separate entry / exit with a zebra with parallel cycle crossing on Broughton Road.
- SKI 15 - Broughton Road.

In order to simplify the referencing the schemes have been renumbered as follows:

Phase 1

- Scheme 3 - Railway Station to College Campus Footpath Enhancements with the inclusion of Craven Leisure link.
- Scheme 4 - Craven Street / Cavendish Street / Black Walk / Tesco junction improvements with zebra crossing and Gas Street / Cross Street pedestrian improvements.
- Scheme 5 - Gallows Bridge Replacement.

Phase 2

- Scheme 1 - Skipton Rail Station Gateway Public Realm Enhancements with separate entry / exit with a zebra with parallel cycle crossing on Broughton Road
- Scheme 1 - Broughton Road.

This revised economic case for the FBC will therefore consider two scenarios, to demonstrate the value for money position, should additional funding become available:

1. Phase 1; and
2. Phase 1 + 2

4.2.2 How has the Short List of Options been appraised?

The appraisal approach for the shortlisted options is set out in the Appraisal Specification Report (ASR) Appendix Q, and is described in Section 4.3.1 below.

This general approach has been defined and submitted to the Combined Authority to support a proportionate approach, and will be consistent with the appraisal of the TCF Selby and Harrogate Schemes, using the same spreadsheet based approaches to evaluate rail access, bus, public realm benefits and scheme value for money. The ASR has been revised at FBC stage and appended.

The approach developed for the appraisal of the Skipton Railway Station Gateway Improvements includes the following:

- Highway user impacts due to vehicle journey time changes using local junction modelling (Junctions 9 and VISSIM 2021.00-03) and TUBA Software to calculate a PVB for road users;
- Benefits that occur for those who access the station by walking and cycling using a bespoke Rail Access Model (using MOIRA data and outputs from the Active Mode Appraisal Toolkit (AMAT) and Ambience Benefits Calculator (ABC));
- Walking and Cycling benefits using the DfT's AMAT tool (May, 2023);
- A change in cycle accidents will also be quantified using case study evidence;
- Benefits which arise from improvements to public realm using the latest version of the Ambience Benefit Calculator, developed by Transport for London (TfL);
- Marginal External Cost (MEC) benefits (including decongestion, accident reduction, improved air quality, reduced noise, greenhouse gasses and indirect taxation revenues) based on a modal shift from car and a reduction in vehicle kms.

The Preferred Option is illustrated in Appendix B, C and D and described in Section 4.2.1. The following sensitivity tests will be applied to this option:

- Sensitivity Test 1: Excluding Highway Impacts;
- Sensitivity Test 2: High Traffic Growth – in line with TAG;
- Sensitivity Test 3: Low Traffic Growth – in line with TAG;
- Sensitivity Test 4: Zero uplift in cycling and walking users (AMAT);
- Sensitivity Test 5: DfT Uplift Tool for cycling and walking (AMAT);
- Sensitivity Test 6: 15 and 30 year appraisal period;
- Sensitivity Test 7: Low rail patronage growth (COVID-19); and
- Sensitivity Test 8: West Yorkshire Combined Authorities Carbon Emission Reduction Pathways (CERP).

Tests 2 and 3 will test the impact of different levels of background traffic growth within Skipton Town Centre, using the methodology set out within TAG.

A zero uplift sensitivity test will be undertaken for each intervention for both the walking and cycling appraisals in the AMAT. This will be in addition to a further sensitivity test undertaken using the DfT Uplift Tool – provided as part of Tranche 2 of the Emergency Active Travel Fund (EATF).

A low rail patronage sensitivity test will be carried out to account for the current conditions due to the COVID-19 pandemic where long-term impacts of social distancing has resulted in very limited capacity on public transport.

4.2.3 How does the Scheme contribute to the SEP Headline Indicators ([access the Plan here](#))?

Section 2.1.2 highlighted the alignment with the Leeds City Region (LCR) SEP, particularly the 'Infrastructure for Growth' priority, improving sustainable access modes to/ from Leeds City Centre.

The project will help to deliver the SEP Priority Area 4 (Infrastructure for Growth) of the SEP by creating additional capacity to enable development and helping to achieve the main SEP principle of 'good growth'. The scheme will support fast-paced

economic growth across the region by providing enhanced access to quality public transport infrastructure.

Reducing demand for car travel through mode shift will reduce noise and air pollution from an overall reduction in car km's travelled, contributing to Priority Area 3 (Clean Energy & Environmental Resilience). Improving on the existing levels of noise and air pollution in and around Skipton Town Centre and highlighted in the Strategic Case.

Although there is a relatively low level of dependency between the Skipton Railway Station Gateway Improvement proposals and the delivery of new development sites (both new housing and commercial developments), it will indirectly make the area more attractive to businesses and residential developers as a result of the transport benefits generated by the gateway scheme. Improvements to public realm will also facilitate indirect inward investment in the area, and/or wider city region.

Table 4.6: Summary of Scheme Short List Options Contributions to SEP Headline Indicators				
Headline Indicator	Phase 1		Phase 1 + 2	
	Direct	Indirect	Direct	Indirect
Jobs created / Safe Guarded		✓		✓
Businesses created /assisted		✓		✓
Commercial floorspace constructed / refurbished		✓		✓
Learning floorspace constructed / refurbished	N/A			
Additional learner numbers & qualifications	N/A			
Housing units completed		✓		✓
CO ₂ reduction potential	✓		✓	

4.3 Preferred Option Testing

Part 2: Appraisal of Transport Schemes

4.3.1 What methodologies have been used for modelling and appraisal of the scheme?

A detailed Appraisal Specification Report (ASR) for the Skipton Railway Station Gateway Scheme was prepared prior to the appraisal and is included in Appendix Q.

The ASR for the Skipton Station Gateway scheme was submitted to WYCA in November 2020, with further discussions held in January 2021 prior to completing the Outline Business Case. The approach has not fundamentally changed from OBC to FBC, therefore a minor update has been provided and submitted with the FBC without need for further discussions.

The methodologies and assumptions stated within the document have been followed as part of the Skipton Railway Station Gateway Improvements FBC Scheme appraisal. A detailed explanation of modelling and appraisal methodologies are included within the Economic Appraisal Report, included in Appendix R.

It should be noted that this appraisal was broadly complete prior to the November 2023 updates to TAG, therefore the appraisal has been undertaken in accordance with the May 2023 TAG updates. Timescales would not allow for a complete revisit of the appraisal based on the changes and would not be proportionate.

The Skipton Railway Station Gateway scheme appraisal focuses on the likely impacts will have on travel demand for various modes and the associated impacts from travel demand changes. The approach to the appraisal therefore covers the following:

- Active mode user benefits;
- Active mode journey time savings;
- The impact on accidents;
- Urban realm benefits;
- Rail user benefits;
- Highway user impacts;
- Noise, air quality and greenhouse gases impacts;
- Decongestion benefits and vehicle journey time changes (time and VOC / indirect taxation);
- Environmental benefits;
- Wider economic impacts, specifically land and property value uplift; and
- Construction and maintenance disbenefits / costs.

The appraisal criteria and overall approach for the assessment of the Skipton Station Gateway scheme is outlined in the Table 4.7 below.

Table 4.7: Assessment Approach	
Assessment Element	Key Assumptions
Walking and cycling benefits	<p>The latest DfT AMAT has been used, including the values from the May 2023 release of the TAG Databook. An appraisal period of 60 years is used depending on whether the scheme is part of the highway. An assessment of diversion by mode is included.</p> <p>This only captures the benefits for those who walk and cycle as their main mode, to avoid double counting with the rail access model.</p>

	Please refer to Appendix R (AMAT Demand Assumptions) for detail on the process used to calculate cycling demand uplift.
Urban realm benefits	<p>Using the Ambience Benefit Calculator developed by Transport for London, with reduced willingness to pay value based on the ratio of the median wage difference of Skipton and London.</p> <p>An appraisal period of 20 years will be used as agreed with WYCA.</p>
Rail user benefits	<p>Use of a bespoke Rail Access Model (using MOIRA data and outputs from the AMAT) to capture benefits for those who access the station by walking and cycling.</p> <p>Appraisal period of 60 years to maintain consistency.</p> <p>Exogenous Rail Growth provided by DfT.</p>
Highway user impacts - vehicle journey time changes	<p>Changes are proposed at the following junctions:</p> <p><u>Phase 1</u></p> <ul style="list-style-type: none"> • Craven Street / Tesco Access / Gas Street. <p><u>Phase 2</u></p> <ul style="list-style-type: none"> • Skipton Station Access. • Broughton Road / Morrisons Access. <p>A micro-simulation model has been developed for the Tesco/Craven Street/Gas Street Junctions to be used for modelling peak time periods (including the inter-peak) and two forecast years to assess the possible highway impacts of the changes to the road layout at this junction. It should be noted that these impacts are expected to be minor.</p> <p>Local junction models have been developed for the Phase 2 changes where the same assumptions as above will apply if there is deemed to be an impact on highway user journey times.</p> <p>As part of Phase 2, widened footways are proposed on the northern footway of Broughton Road, including at the Broughton Road / Morrisons access junction. The introduction of these facilities results in the removal of hatching on approach to the junction, narrowing of the lanes on Broughton Road and removal of the pedestrian crossing refuge to the west of the junction. The zebra crossing east of the junction is also proposed to be relocated, however this is outside of the model area.</p> <p>The main junction parameter affected by the scheme is the entry widths, which are narrower in the scheme for both Broughton Road approaches (4.9m to 3.3m on the east arm,</p>

	<p>4.4m to 4m on the west arm). The approach road half-width for Broughton Road E is also narrower in the scheme (3.4m to 3.0m). There are no changes to the Morrisons access. The change in entry width results in a slightly detrimental impact on the junction performance for vehicles travelling on Broughton Road. Please refer to Appendix S for a full summary of the anticipated impacts of this change.</p> <p>Changes to the station access comprise mainly the movement of the car park exit to the west, separating it from the junction with Carleton New Road.</p> <p>Vehicle journey time changes are captured in TUBA including Greenhouse Gas (GHG), Vehicle Operating Costs (VOCs) and indirect taxation impacts associated with vehicle reassignment.</p> <p>An appraisal period of 60 years has been applied as the assets implemented as part of the scheme are mostly active mode infrastructure, which potentially impact on highway capacity.</p>
<p>Noise, air quality, and carbon benefits</p>	<p>Assessments are based on DfT's standard MEC calculations, noting the DfT high sensitivity values for Air Quality which are used to support the appraisal. The impact of the change in vehicle kilometres are monetised through the MEC approach.</p> <p>WSP Carbon Zero Tool has been run as part of the appraisal.</p>
<p>Construction / Maintenance disbenefits/ costs</p>	<p>Construction impacts for Phase 1 are anticipated to be negligible for given the majority of construction is located outside of the main carriageway and pedestrians will be able to use alternative routes to avoid works as they progress.</p> <p>Maintenance impacts have been assessed with a particular focus on the maintenance of the public realm and new walking infrastructure in order to justify the year appraisal period.</p>
<p>Wider economic impacts - land and property value uplift</p>	<p>Following PAT feedback at OBC, the decision has been made to remove land and property value uplift considerations from the appraisal. This removal has no impact on the core BCR.</p> <p>A qualitative summary of the likely wider economic impacts has therefore been provided.</p>
<p>The annualisation factor for active modes varies across the scheme, with a value of 340 used within the AMAT for Broughton Road and Station Gateway; 327 for Black Walk, Cavendish Street and Gas Street/Carleton Street; and 336 for Canal and the</p>	

Link to the Craven Leisure Centre. An explanation of how this was determined is included in Section 3.3 of the EAR, which is included within Appendix R.

The HM Treasury Green Book states that the appraisal period should "cover the period of usefulness of the assets encompassed by the options under consideration". Given that the majority of the infrastructure proposed as part of the scheme is active mode infrastructure, which impacts differently on active mode users, highway users and rail users, a 60 year period has been used to appraise the period of usefulness of this infrastructure. This agreed 60 year appraisal period has been informed by programme level discussions between WYCA and WSP. This 60 year assumption has been used for walking and cycling interventions in the vicinity of the carriageway, off-carriageway benefits are subject to a 30 year appraisal period, while quality benefits are subject to a 20 year appraisal period.

No calculation has been made of deadweight, displacement or leakage as these would not be applicable to the nature and scale of the interventions proposed.

All the benefits included in the Table 4.8 have been included in the Net Present Value (NPV) and Benefit Cost Ratio (BCR) calculations.

4.3.2 What transport model(s) have been used for the scheme appraisal?

Transport user benefits relate to all users, including business and transport providers. These benefits encompass all modes, including private and commercial vehicles, public transport, walking and cycling. These are assessed through the transport modelling detailed in the Economic Case, using the principles and guidance set out in TAG Unit A1.3, along with specific guidance set out in the Passenger Demand Forecast Handbook 6.0 and TAG Unit A5.1 (active mode appraisal).

Unlike most transport schemes, the proposal is not predicated on benefits to motorised users; it is geared towards improved accessibility to the rail and bus station and improved connectivity to the town centre provision with significant public realm improvements creating a sense of place and people-focused intervention replacing the largely car dominant focus around Skipton Station to encourage a culture shift in Skipton to accelerate towards creating a carbon net zero economy.

For motorised users there is anticipated to be a minor disbenefit in terms of lengthened journey times (for the full scheme Phase 1 + 2), however, this is to be anticipated given the nature of the scheme and it's fit with national, regional and local policy visions and objectives. Through the transformational changes to provision of sustainable and active modes of transport the scheme is anticipated to encourage a modal shift from private car.

The appraisal uses a series of existing and bespoke spreadsheet tools to address the current challenges facing the transport network in the region. The DFT Active Mode Appraisal Toolkit (AMAT) to enumerate and monetise the impacts of walk and cycle trips. The TfL Ambience Benefit Calculator to quantify pedestrian user benefits associated with changes to public realm.

The following section discusses the different modelling assumptions and the models used for each of the monetised benefit streams, these are as follows:

- Active Mode Benefits;
- Public Realm Benefits;
- Active Mode Journey Time Savings;
- Rail user benefits (rail access model); and
- Highway user impacts.

The appraisal tools and associated outputs are contained in Appendix T.

Active Mode benefits

The DfT Active Mode Appraisal Toolkit (AMAT) (May 2023) has been used to quantify the active mode components of the Skipton Station Gateway scheme.

The appraisal of benefits for cyclists, walkers and rail users accessing the station via active modes covers the following areas, following guidance from TAG unit A5-1 (Nov 2022):

- Decongestion benefits (marginal external cost savings) which accrue from new walkers and cyclists switching mode from cars and taxis;
- Journey Quality benefits which accrue from improved infrastructure for current and new cyclists;
- Health benefits which accrue to new walkers and cyclists in the form of reduced mortality risk and reduced absenteeism; and
- Other Benefits which may accrue as a result of more active travel (up to 30% uplift in the number of walkers and cyclists using the comparative study approach depending on the interventions).

Multiple AMATs have been produced based on the source of demand and intervention. The primary source of demand data is Propensity to Cycle Tool (PCT) data, which is based on Census 2011, which only takes into account the primary mode of transport for commuters to work). In the case of the AMATs, only transport users who travel to work with walking or cycling as their main mode are captured, whereas the rail assessment only considers those that class rail as their primary mode of travel, thus minimising the risk of double counting. This is described in more detail in the Economic Assessment Report (EAR) in Appendix R.

Public Realm

An appraisal to estimate the monetised value of public realm improvements associated with the Skipton Station Gateway scheme has been undertaken using TfL's Ambiance Benefit Calculator (ABC). The following assumptions have been made as part of the appraisal. The tool monetises the benefit of providing at individual journey ambience and public realm attributes using willingness-to-pay-values in pence per trip per minute (or unit).

For the purpose of this appraisal, The Transport for London (TfL) Ambiance Benefit Calculator has been used to quantify user benefits associated with improvements to public realm. These 'less tangible' benefits of place-based interventions can be

monetised to produce values based on user benefits which are considered on equal terms with conventional time-saving, safety and other benefits.

With significant changes to the pedestrian offer and place-based interventions the scheme will offer a definitive step change to active mode provision in the station. This element is set to offer a large portion of the benefits of the scheme. There is also a strong focus on Green Streets principles to improve air quality and encourage active travel to maximise health benefits for users and environmental benefits for the district in light of the climate emergency facing the UK.

The toolkit assigns quantitative willingness-to-pay values to the value of change in physical attributes. By comparing current infrastructure with the scheme proposals, the change in Willingness-to-Pay (WTP) Values was applied to the number of users anticipated to benefit from this change. The WTP values were factored down to account for the lower WTP assigned between London users and Skipton users based on the differential in median hourly wages.

Rail user benefits (rail access model)

A WSP-developed Rail Access Model has been used, informed by the May 2019 MOIRA model, PDFH 6.0 and outputs from the AMATs. MOIRA data from 2019 has been deemed to be appropriate due to the impact of strikes and staff shortages in recent years and COVID prior to that. The model provides direct journey ambience benefits as well as calculating the modal shift and resultant increase in revenue for the rail sector, which will be treated as a negative cost in the final BCR calculations.

Highway User Impacts

The user benefits for highway users have been calculated using the DfT Transport Users Benefit Appraisal tool (TUBA) Version 1.9.14. TUBA is used to quantify impacts covering journey times, distances and numbers of trips. These inputs were split in following way:

VISSIM (2021.00-03):

- Flows: extracted for following vehicle classes: Cars, LGV, OGV1 and OGV2
- Distance: the same distance assigned to all vehicle classes
- Journey time: extracted for following vehicle classes: cars, LGV and HGV. Results for HGV were assigned to OGV1 and OGV2.

Junctions 9:

- Flows: extracted for following vehicle classes: Cars, LGV, OGV1 and OGV2
- Distance: the same distance assigned to all vehicle classes
- Journey time: the same journey time assigned to all vehicle classes.

A detailed methodology for the transport modelling is set out within Traffic Modelling Note

To avoid double counting, kilometre changes from the AMAT and the Rail Access Model have been calculated separately. The AMAT uses demand captured from the Propensity to Cycle tool (PCT) which uses Travel to Work Census (2011) data to

capture walking and cycling trips (as a main mode of transportation only). The Rail Access Model uses rail demand derived from MOIRA (a rail demand and revenue software) and Station Travel Surveys (2016) which splits total users accessing the station by various modes including walking and cycling (access mode only).

Therefore, as the two methods respectively consider different users/trips, the existing demand, future demand and associated car kilometre changes are distinctly different. For example, the AMAT only captures switching from car to walking and cycling (as a main mode) while the Rail Access Model only captures rail users (accessing the station via active modes) switching from car. This method is detailed in section 3.4.12 of the EAR.

4.3.3 What forecasting methodologies have been used for the scheme appraisal?

The following section summarises the forecasting methodologies used for the appraisal of the following monetised benefit streams:

- Active Mode Benefits
- Public Realm Benefits;
- Rail User Benefits;
- Highway user impacts.

Active Mode Benefits / Public Realm Benefits

To calculate the demand for walking and cycling the following sources of data were used:

- Propensity to Cycle Tool (based on 2011 Census Travel to Work data) – the source of data includes flows on the cycle network between Lower Super Output Areas (LSOAs).
- Office of Rail and Road (ORR) Estimates of Station Usage, 2018/2019 – the data contains annual estimates of the number of entries/ exits and interchanges at each station in Great Britain.
- Skipton Station Travel Survey, 2016 – the information relating to mode of travel and journey purpose splits to rail the station was applied Skipton Station Entries and Exits to compute the number of cyclists and pedestrians who will benefit from the new active travel provision.
- TEMPro v7.2 – TEMPro growth factoring is included as part of the baseline demand, which was adjusted to the study area of three MSOAs, which cover the Skipton TCF scheme extents. The TEMPro growth factor is used to forecast the change in cycling and walking demand from 2011 when the Census data was collected to 2025 when the scheme will be constructed to account for general population growth and developments in the area.
- TAG growth of 0.75% per year over 20 years has been applied as per AMAT guidance.

Rail

For future year demand, exogenous growth is calculated based on Passenger Demand Forecast Handbook (PDFH) elasticity approach, indexations are based on latest May 2023 TAG book guidance, the calculated exogenous growth is applied to calculate the exact annual figures for the 60 years of the appraisal period where applicable.

In line with TAG Guidance, rail growth is kept at 20th year from current year, which is 2043, beyond 2043 exogenous growth is assumed to be in line with population growth set out in the TAG Databook's Annual Parameters.

The revenue growth has been provided in RPI real terms. In order to fit with the TAG guidance, this has been inflated using an RPI forecast and then delated using the GDP deflator from the latest TAG Databook.

Highway

Future flows were developed for two future years, 2025 (opening year) and 2040 (design year), by applying TEMPro growth factors to base flows. Further detail is contained in the Traffic Modelling Report, Appendix S.

4.3.4 How has the impact of the scheme on travel demand and behaviour been incorporated?

The demand response, in terms of modal shift to rail, from improved infrastructure to access the station and journey times have been estimated through the use of an elasticity-based spreadsheet model.

The rail access model uses a generalised journey time elasticity values from research contained with the Passenger Demand Forecast handbook.

The generalised cost savings and journey time savings are then applied to generalised journey times of rail users (inclusive of access times) to find a % uplift in users.

In addition, changes in station facilities generate an uplift in rail demand using the values relating to station attributes provided in PDFH Chapter B8, in line with TAG.

Diversion factors have been used to calculate the modal shift to rail from a variety of different modes, which are group as car, public transport and active modes.

Uplifts to walking and cycling demand as a result of the scheme has been calculated using case studies, following the approach set out in TAG Unit A5-1. This is set out in detail within the EAR (Appendix R) and the AMAT Assumptions Note.

4.3.5 What methodologies have been used to calculate the **Monetised Benefits**?

The approach to determining the monetised benefits of the scheme was developed in line with TAG guidance, principles and values. This has therefore been developed in line with TAG guidance, principles and May 2023 TAG databook values. The key appraisal assumptions applied to all monetised benefits were (note: The key appraisal methodologies are described in the ASR (Appendix Q) and are set out in detail within the EAR in Appendix R:

- Appraisal period of ranging from 20 to 60 years, reflecting the typical lifespan of the assets and the scale of the scheme;
- Full scheme (Phase 2 only) opening by June 2025;
- Discounting to 2010 values; and
- Tax correction factor of 1.19 applied.

This section details, and describes, the results of the assessments obtained from the above approaches in turn. The section describes the key patterns, and underlying rationale for the benefits, in line with the Economic Assessment Report.

As set out in Section 4.1.3, two scenarios have been appraised: Phase 1 and Phase 1 + 2.

TEE, PA and AMCB tables are presented supporting this in Appendix U with an AST presented for each option in Appendix V

Monetised benefits / savings of the Skipton Station Gateway Improvements Scheme have been calculated using the following methodologies and are described below:

- Highway User Impacts (Vehicle Journey Time Changes);
- Rail User Benefits;
- Urban Realm Benefits;
- Active Modes Appraisal; and
- Journey Time Savings.

Highway User Impacts (Vehicle Journey Time Changes)

Due to the reallocation of road space to active modes along Broughton Road there will be resultant dis-benefits for private motor vehicles.

TUBA (1.19.14) has been used to calculate the PVB for road users over the 60-year appraisal period. The highway user impacts are based on the economic file Economics_TAG_db1_21 (Normal). Table 4.8 below indicates the highway user impact disbenefits for the three options.

Table 4.8: Highway User Impacts – Benefits / Disbenefits		
	Phase 1 (Craven Street)	Phase 1 + 2 (Craven Street + Station Access + Morrisons)
Consumer User (Commute)	£172,000	-£145,000
Consumer User (Other)	£260,000	£67,000
Business User and Provider	£75,000	-£77,000
Indirect Tax Revenue	-£12,000	-£8,000
Greenhouse Gases	£15,000	£10,000
Total	£510,000	-£153,000

Each of the above benefits are reported in 2010 values and prices, and are calculated over a 60-year appraisal period, in line with other aspects of the appraisal.

There is a total combined benefit of **£0.510m** for Phase 1 and a combined disbenefit of -£0.153m for Phase 1 + 2 for the preferred option.

Rail User Benefits - Ambience and Rail Revenue

The scheme will result in ambience benefits for those accessing the railway station on foot, or by cycle. In addition to this, there will also be an increase in rail revenue, which will be applied as a negative cost in the final BCR calculation.

The WSP Bespoke Rail Access Model (RAM) has been used to calculate the PVB for station patrons over the 60-year appraisal period. Table 4.9 below indicates the ambience benefits for the three options.

Table 4.9: Rail User Impacts – Benefits		
Economic Benefit	Phase 1	Phase 1 + 2
Ambience Benefits	£2,104,578	£4,554,298
Rail Revenue*	£391,171	£1,033,565

* Applied as a negative cost

Each of the above benefits are reported in 2010 values and prices and are calculated over 20, 30 and 60-year appraisal periods, in line with other aspects of the appraisal.

These is a total benefit of **£2.105m** for Phase 1 and **£4.554m** for Phase 1 + 2.

Rail User Benefits - Marginal External Costs

The perceived access journey time reduction for rail users as a result of the improved ambience will also result in modal shift to rail from car, which has been calculated using a generalised journey time elasticity approach. The benefits of this have been monetised using the DfT Marginal External Cost (MEC) approach, based on station gateway improvements, resulting in an average of 101,088 annual vehicle-kms being removed from the highway network over the 60-year appraisal period (Phase 1). This is calculated using the WSP spreadsheet.

Table 4.10: Rail User Benefits – Marginal External Costs		
Economic Benefit	Phase 1	Phase 1 + 2
Congestion	£373,881	£779,230
Accident	£48,512	£125,389
Local Air Quality	£2,187	£5,744
Noise	£3,234	£8,359
Greenhouse Gases	£21,266	£56,371
Indirect Taxation	-£2,836	-£9,609
TOTAL MEC	£446,244	£965,484
Infrastructure *	£1,495	£3,868

* Applied as a negative cost

Each of the above benefits are reported in 2010 values and prices, and are calculated over 20, 30 and 60-year appraisal periods, in line with other aspects of the appraisal.

The total combined benefit for Phase 1 is £0.446m and £0.965m for Phase 1 + 2.

Public Realm User Benefits

The calculation of user benefits (journey quality) has been assessed using TFL’s Ambiance Benefit Calculator (ABC). The tool monetises the benefit of providing at individual journey ambience and public realm attributes using willingness-to-pay-values in pence per trip per minute (or unit).

A full explanation of the methodology and assumptions used in the ABC are included within the EAR in Appendix R.

The benefits associated with public realm improvements have been rebased to 2010 values and prices:

Table 4.11 Public Realm User Benefits		
Economic Benefit	Phase 1	Phase 1 + 2
User Benefits (journey quality)	£2,225,867	£4,701,283

The above benefits are calculated over a 20-year appraisal period, as per TAG guidance.

The total combined benefit for Phase 1 is £2.226m and £4.701m for Phase 1 + 2.

Active Mode Benefits

The appraisal of benefits for cyclists and walkers has covered the following areas, following guidance from TAG unit A5-1 (Nov 2022):

- Decongestion benefits (marginal external cost savings) which accrue from new walkers and cyclists switching mode from cars and taxis;
- Journey Quality benefits which accrue from improved infrastructure for current and new cyclists (journey quality has been excluded for walk trip to avoid double counting);
- Health benefits which accrue to new walkers and cyclists in the form of reduced mortality risk and reduced absenteeism; and
- Other Benefits which may accrue as a result of more active travel.

The opening year for the appraisal has been assumed to be 2025, and a combination of 30 and 60-year appraisal periods have been used as discussed in Section 4.3.1.

Two elements have been assessed to form the total benefits of the scheme, current levels of cycling and walking on through the Skipton Station Gateway and potential uplift in numbers of cyclists and pedestrians as a result of the provision of the scheme.

The predicted active mode benefits for the core scenario are shown in Table 4.12:

Table 4.12: Active Mode Benefits		
Economic Benefit	Phase 1	Phase 1 + 2
Congestion benefit	£143,981	£305,818

Accident	£24,713	£51,727
Local Air Quality	£1,059	£2,159
Noise	£1,610	£3,411
Greenhouse Gases	£11,783	£20,784
Reduced risk of premature death	£3,531,449	£6,453,354
Absenteeism	£741,892	£1,358,945
Journey Ambience	£229,070	£2,243,091
Wider Public Finances (Indirect Taxation Revenues)	£843	£1,944
TOTAL	£4,686,400	£10,441,233
Infrastructure*	£1,006	£1,785

* Applied as a negative cost

Each of the above benefits are reported in 2010 values and prices and are calculated over 30 and 60-year appraisal periods dependant on location, in line with other aspects of the appraisal.

The total combined benefit for Phase 1 is £4.686m and £10.441m for Phase 1 + 2.

Journey Time Savings

The new zebra crossing at Cavendish Street is anticipated to deliver journey time saving benefits for pedestrians. To calculate the journey time changes for pedestrian users based on data on pedestrian demand modelled in VISSIM, a comparison was made between the current pedestrians crossing time, including wait times to give way to traffic, and the pedestrian crossing time with provision of the new zebra crossing. The total journey time saving benefits are presented in Table 4.13.

Table 4.13: Active Mode Journey Time Savings		
	Phase 1	Phase 1 + 2
Journey Time Savings	£740,918	£740,918

The journey time savings are appraised over a 60-year period for the core scenario and equate to £0.740m for both Phase 1 and Phase 1 + 2.

Summary of Monetised Benefits

Each of the monetised benefits streams for each option has been drawn upon and summarised in Table 4.14 below. These are used to produce the initial BCR for the scheme.

Table 4.14: Summary of Monetised Benefits		
	Phase 1	Phase 1 + 2
Highway User Benefits / Disbenefits	£510,000	-£153,000
Rail User Benefits - Ambience	£2,104,578	£4,554,298
Rail User Benefits - MEC	£446,244	£965,484
Public Realm Benefits	£2,225,867	£4,701,283
Active Mode Benefits	£4,686,400	£10,441,233
Journey Time Savings	£740,918	£740,918
Total	£10,714,007	£21,250,216
Infrastructure Savings*	£2,502	£5,653
Rail Revenue*	£391,171	£1,033,565

**Applied as a negative cost*

4.3.6 What methodologies has been used to calculate **Monetised Costs**?

The present value of costs of the Skipton Station Gateway Improvement Scheme are set out in Appendix U, which summarises the costs in terms of the detailed cost breakdown.

The processes in DfT TAG guidance, (Units A1-1: Cost-benefit Analysis and A1-2: Scheme Costs) have been followed, in order to calculate a Present Value of Cost (PVC) for each option appraised as part of this OBC.

In line with TAG guidance, the following steps have been undertaken:

- Scheme cost (Q3 2023 prices, including inflation);
- Development costs up to the delivery have been excluded from the Economic Case appraisal as they are considered sunk costs;
- Cost adjusted for contingency (Q3 2023 prices excl. VAT) with risk included within Financial Case only) as per TAG;
- At FBC stage, the assumed Optimism Bias (OB) will be 28% for Gallows Bridge replacement and 20% for the remaining elements, as per TAG Unit A1-2;
- Optimism bias adjusted cost converted to 2010 prices;
- Discounted to 2010 prices; and

- Multiplied by the indirect taxation factor of 1.19 to ensure costs are in comparable market prices.

Costs can be defined as the total amount of money spent on constructing and maintaining the scheme.

Costs are categorised as capital costs, site maintenance costs, and service costs:

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

Capital Costs

Estimated scheme costs (Capital Costs) for Phase 1 and the full scheme are in Q3 2023 prices (local and central government contribution only). Note that these do not include inflation, risk and development/non-construction council costs. These are as follows:

Table 4.15: Capital Costs Q3 2023 prices		
	Phase 1	Phase 1 + 2
2023/24	£10,000	£0
2024/25	£3,009,086	£6,432,064
2025/26	£780,599	£4,439,740
2026/27	£50,000	£50,000
Total	£3,849,685	£10,921,804

NYC is working to bring forward spend, so that all TCF funding is spent within 2026/27. The spend profile will be confirmed following Target Cost as part of AtP.

Conversion to Real Costs

Inflation has been considered at this stage to ensure that realistic real cost changes are considered. This has been based on the Galliford Try Cost Plan where future inflation has been applied at 0.15% to construction start date and 1.45% to July 2024 (procurement completion).

Adjustment for Optimism Bias

Optimism bias refers to the tendency for scheme promoters to be overly optimistic about scheme costs. The latest update to DfT TAG Unit A1.2 sets out that optimism bias is only applicable to the economic case. The function of optimism bias adjustments is to confirm that the economic case remains robust if historically observed cost overrun were to be repeated and are generally higher where the cost estimate is immature, i.e. when there are significant elements of the project that are

not defined or understood, and/or when there is evidence that the QRA is systematically underestimating costs.

The Treasury Green Book suggests that appraisers should make explicit, empirically based adjustments to the estimates of costs, and TAG provides recommended adjustment factors based on the project category and stage of development.

At this stage, the level of optimism bias has been assumed to be 28% for Gallows Bridge Replacement and 20% for other aspects as per Table 8 of TAG A1.2.

The risk value (P80 Pre-mitigation + Contractor Risk) represents 6% of the total Phase 1 scheme cost which is significantly lower than the OB values, therefore OB has been used.

Re-basing

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

For Cost Benefit Analysis purposes, all values, when specified for different schemes at a given base year, should be adjusted to exclude future inflation. This is to prevent the effects of inflation, during variable scheme construction horizons, from distorting the common base values.

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To convert from a 2023 price base to common price base year, 2010, an inflation index (GDP Deflator) should be applied, thereby allowing for the change in inflation between 2023 and 2010.

The GDP price deflator index contained in the TAG data book has been used to convert prices from the 2023 price base year to 2010:

- $100 \text{ (at 2010)} / 133.30 \text{ (at 2023)}$

Discounting

TAG Unit A1.1 requires that, in order to calculate a present value, all monetised costs and benefits arising in the future should be 'discounted', that is to say adjusted for people's 'social time preference', to consume goods and services now, rather than in the future.

A discount rate per annum is applied, to represent the reduced present value of deferred future monetary costs and benefits.

The Skipton TCF scheme cost estimates have been discounted to DfT base year present value, at 2010, using rates from TAG Databook (May 2023).

- 3.5% pa from base year 1 to year 30; and
- 3.0% pa from year 31 to year 60.

The latest update to TAG also states that a different discount rate should be applied to health impacts as follows:

- 1.5% pa from base year 1 to year 30; and
- 1.29% pa from year 31 to year 60.

Market Prices

The penultimate stage in preparing the cost for appraisal is to convert the aggregate scheme cost from the 'factor cost' to the 'market price' unit of account using the TAG indirect tax correction factor of x 1.19, which reflects the average rate of indirect taxation in the economy.

Maintenance / Operating Costs

The Skipton Station Gateway scheme will give rise to revenue liabilities for capital renewals and maintenance, when compared to a future scenario in which the Skipton Station Gateway scheme does not exist.

Operating and maintenance costs relate to the cost of people, machinery and materials required to maintain the Skipton Station Gateway. The anticipated 'whole life cost' expenditure has also been profiled over time.

The public Highway maintenance obligations fall under the purview of NYC. An assessment of the maintenance costs has been undertaken for each scheme component. The reduced amount of highway extent under Phase 1 has reduced the council's maintenance liabilities. The assessment has considered the existing and future maintenance costs and estimated the overall net change. A minor uplift in maintenance responsibilities is assumed with regards to the Cavendish Street/Gas Street changes with the new crossing and street furniture resulting in a minor uplift in maintenance costs. However, this is offset by reduced maintenance costs relating to the existing carriageway.

The existing renewal and maintenance costs of other elements will reside with the legal owner. It is considered that there will be an additional maintenance burden associated with signage, benches, litter bins and resurfacing. Confirmation of maintenance responsibilities will be provided at AtP.

Gallows Bridge replacement is a direct replacement of an existing ageing asset therefore it is assumed that the impact will be neutral with regards to maintenance and renewals. The bridge is owned by CRT who will be responsible for future maintenance.

Black Walk is privately owned. It is anticipated that the primary additional maintenance burden will be associated with the planting in the vicinity of the proposed steps to Morrisons. This would be the responsibility of Morrisons and would be minor in nature.

Discussions are on-going with Morrisons and an agreement will be in place prior to construction commencing.

The following notional allowances will need to be made by the scheme promoter and delivery partners towards maintaining the Skipton Station Gateway scheme and are currently excluded from the financial request to the Combined Authority.

The net impact is approximately £512,373 in Q3 2023 prices for Phase 1 and includes the cost of maintaining and resurfacing / renewing / replacing the new infrastructure over a 60-year period. A detailed breakdown of maintenance and renewal costs are included in Appendix W.

The whole life costs identified above will be factored into the economic appraisal and the impact has been taken into account in the calculation to Benefit Cost Ratio and Net Present Value. In financial assessment terms maintenance would be covered by the asset owner. North Yorkshire will maintain its assets in line with council budgets.

Rail Industry Revenue Generation

The scheme will generate some new-to-rail trips as a result of the improvements to access Skipton Railway Station through new cycle infrastructure and public realm provision around the station and routes connecting the station to residential areas in Skipton. The new-to-rail trips were assigned an average fare based on current demand to ascertain the revenue change that will occur as a direct result of the scheme. This gives a total of £391,171 in 2010 prices for Phase 1 and is accounted for as a negative cost to the public account.

MEC Infrastructure Impacts

There are some infrastructure cost savings generated with the Skipton TCF scheme implementation. The AMAT captures £1,006 of infrastructure benefits for Phase 1 due to the reduced vehicle kilometres travelled, which will reduce the impacts on infrastructure. From the RAM work, the infrastructure benefits due to the mode shift from car to rail are £1,495 in 2010 prices. As these are cost savings, they are accounted for as a negative cost.

Table 4.16 summarises the breakdown of the monetised costs for each option, using the method discussed above.

Table 4.16: Breakdown of Monetised Costs		
	Phase 1	Phase 1 + 2
Base costs as per detailed breakdown Q3 2023	£4,269,185	£11,615,925
Real Costs	£4,241,573	£11,525,813

Plus Optimism Bias (28% / 20%)	£5,154,032	£13,907,803
Rebased to 2010 and Discounted	£2,360,118	£6,328,155
Capital Cost (2010 Market Prices and Values)	£2,808,541	£7,530,504
Maintenance, Operating and Revenue Costs (60 years)	£108,160	£514,993
MEC Infrastructure Impacts	-£2,502	-£5,653
Rail Revenue	-£391,171	-£1,033,565
Present Value of Costs	£2,523,028	£7,006,279

4.3.7 How is uncertainty in the appraisal dealt with?

In line with TAG Unit M4 – Forecasting and Uncertainty, forecasting future demand is uncertain so a number of sensitivity tests have been undertaken to relax some of the assumptions made in the core scenario surrounding background growth in rail and uplifts in walking and cycling demand. In addition, a sensitivity test has been undertaken to test the impact of removing the highway user impact on the appraisal results. This has been completed to ensure the robustness of the appraisal and gives confidence for the core analysis.

Alongside the core scenario, a number of sensitivity tests have been considered to take into account uncertainty regarding the assumptions used in the core scenario surrounding future growth, the impacts on highway users, appraisal periods, etc. The sensitivity tests considered include the following:

- Sensitivity Test 1: Excluding Highway Impacts (if applicable);
- Sensitivity Test 2: High Traffic Growth – in line with TAG;
- Sensitivity Test 3: Low Traffic Growth – in line with TAG;
- Sensitivity Test 4: Zero uplift in cycling and walking users (AMAT);
- Sensitivity Test 5: DfT Uplift Tool for cycling and walking (AMAT);
- Sensitivity Test 6: 15 year and 30 year appraisal period; and
- Sensitivity Test 7: WYCA CERP Scenario.

Tests 2 and 3 will test the impact of different levels of background traffic growth within Skipton, using the methodology set out within TAG.

A zero uplift sensitivity test will be undertaken for each intervention for both the walking and cycling appraisals in the AMAT. This will be in addition to a further sensitivity test undertaken using the DfT Uplift Tool – provided as part of Tranche 2 of the Active Travel Fund (ATF), as described in Section 4.6.

Highway Sensitivity Tests

The highway impacts sensitivity test involves removing the highway user impacts from the analysis to test the active and sustainable mode benefits on their own merit against the costs.

Three sensitivity tests have been undertaken involving highway user impacts. The first involves removing the highway user impacts from the analysis to test the active and sustainable mode benefits on their own merit against the costs. Low and high traffic growth scenarios have also been carried out, in line with TAG, in order to test the sensitivity of the BCR to traffic growth.

The results of the sensitivity tests show that the results of these sensitivities and the impact on the BCR and scheme value for money is presented in Table 4.17 below.

	Core Scenario	Excl. Highway Impacts	High Traffic Growth	Low Traffic Growth
PVB	£10.71m	£10.20m	£10.74m	£10.76m
PVC	£2.52m	£2.52m	£2.52m	£2.52m
NPV	£8.19m	£7.68m	£8.22m	£8.24m
BCR	4.25	4.04	4.26	4.27

The highway user impacts sensitivity tests indicate that for all tests, the VFM remains 'Very High'.

Active Mode Sensitivity Tests

Uncertainty has been tested by assuming sensitivity around the active travel demand impact of the scheme.

Assumptions in the sensitivity analysis assume a higher and lower uptake of active modes following the infrastructural improvements to the Skipton Station Gateway. This evidence is derived using the DfT's Emergency Active Travel Fund Demand Uplift tool for the high growth Scenario and assuming a zero uplift in walking and cycling demand for the low growth scenario, as outlined in TAG A5.1 (Active Mode Appraisal – Nov 2022). The results are presented in the table below.

	Core Scenario	Zero Uplift in W+C (AMAT)	DFT Uplift Tool (AMAT)
PVB	£10.71m	£6.24m	£15.09m
PVC	£2.52m	£2.52m	£2.58m
NPV	£8.19m	£3.72m	£12.51m
BCR	4.25	2.47	5.85

The active mode benefit sensitivity tests indicate that the BCR of the scheme is heavily reliant on the uplifts in walking and cycling that are predicted as part of the scheme, however even without the inclusion of uplifts, the scheme still maintains a 'High' VFM. The DfT Uplift Tool test indicates that the uplift factors that have been assumed as part of the core appraisal represent conservative assumptions, with the tool giving a very high BCR.

Active mode sensitivity tests also include the relaxation of the assumption surrounding the years in which the scheme will be beneficial (appraisal period). A 15-year and a 30-year appraisal has also been undertaken for active mode and the responding rail elements. The table below shows the impact on active mode users (note, walking ambience benefits are appraised over 20 years in the core scenario so this will not be adjusted).

Table 4-19: Active Mode Appraisal Period Sensitivity Test			
	Core Scenario	15-Year Appraisal	30-Year Appraisal
PVB	£10.71m	£5.83m	£10.16m
PVC	£2.52m	£2.62m	£2.53m
NPV	£8.19m	£3.21m	£7.63m
BCR	4.25	2.23	4.01

The appraisal period sensitivity test indicates that if active mode benefits are only appraised over 30 years, the BCR would remain very high, however if the benefits were only appraised over 15 years, the VFM category would drop to 'high'.

CERP Sensitivity Tests

The Carbon Emissions Reduction Pathways (CERP) balanced sensitivity test was used to determine what steps are needed to create a net zero carbon economy in Leeds City Region and York and North Yorkshire Local Enterprise Partnership, and namely the associated background growth in active modes and public transport required to address the climate emergency, meet the region's target and reduce the emissions. Based on the required background mode shift requirements to meet CA targets, revised growth rates for each mode were calculated to determine the CERP balanced background growth value. Table 4-20 presents the results from the sensitivity test.

Table 4-20: CERP Scenario Sensitivity Test		
	Core Scenario	WYCA CERP
PVB	£10.71m	£10.79m
PVC	£2.52m	£2.29m

NPV	£8.19m	£8.50m
BCR	4.25	4.71

The CERP Scenario sensitivity test indicates that the VFM will remain very high.

4.3.8 Are there any Wider Scheme Benefits?

The Skipton Station Gateway TCF scheme is seen as a catalyst to wider regeneration within Skipton, providing a gateway to the area.

As set out in Section 2.1.1, there are a number of sites allocated within the local plan, located within 1km of the station. The sites are each located within 1km of the station, which is assumed to be a reasonable walking distance. As such, rail can be considered a viable travel option for those accessing the sites from outside the town, before completing the final part of their journey on foot or by bike via the upgraded provision delivered as part of this scheme. Connectivity improvements to and from the station will support the viability of the planned development sites by ensuring the growth can take place sustainably, through promoting active and sustainable travel modes and support wider modal shift from the private car, reducing issues of car dominance and congestion in the town.

Although not quantified due to the scale of the scheme, the Skipton Station Gateway scheme is likely to provide a land value uplift by way of a positive impact on existing property values. Extensive research in recent years has demonstrated that station improvements (especially enhancements to 'gateway' standards) also generate additional value across existing properties.

An Equality Impact Assessment is provided within **Appendix X**.

4.3.9 Are there any Low Carbon and Environmental Scheme Benefits?

Low Carbon Benefits

In addition to the standard environmental appraisal, a climate change assessment to quantify the likely Greenhouse Gas Emissions impact has been included. This includes completion of the Carbon Zero Appraisal Framework, which comprises a compilation of tools and methods developed by WSP to support appraisal and management of climate change impacts of transport development.

The framework provides an alternative method for determining carbon and resilience impacts. Compared to traditional, adopted TAG methods, the Carbon Zero tool provides a more accurate reflection of the whole-life impact of the scheme on greenhouse gas emissions (referred to as carbon) and considers resilience of the scheme to changing climate conditions. In doing so this is intended to provide decision-makers with a fuller understanding of how the scheme influences the climate

emergency and net-zero targets. The methodology applied is summarised in the Carbon Zero Methodology Statement for Skipton Station Gateway (Appendix F).

The carbon impacts derived from the Carbon Zero tool indicate benefits, with a reduction of 573 tonnes of CO₂e produced over a 60-year scheme lifetime for the preferred scheme. Carbon savings due to modal shift outweigh the adverse impact related to embodied carbon.

WSP’s Carbon Zero Appraisal Framework is not an adopted approach within the current TAG. As such, the impacts quantified through the Carbon Zero appraisal have not been included in the BCR or VfM as part of Economic Case, which instead rely on traditional outputs from methods such as TUBA. The Carbon Zero appraisal instead provides additional, alternative evidence to support the strategic case and environmental appraisal.

Environmental

The environmental appraisal included within the BCR or VfM is developed by specialists in each area in accordance with TAG Unit A3 (Environmental Impact Assessment). The TAG worksheets are completed to inform the AST qualitative analysis and scoring. Given the relatively small cost of the schemes, a qualitative assessment is viewed as proportionate at this stage of the project.

The appraisal considers the following aspects:

- Noise (monetised from MEC impacts, plus qualitative narrative on overall impacts and on key receptors);
- Air quality (monetised from MEC impacts, plus qualitative narrative on overall impacts and on key receptors);
- Greenhouse gases (monetised from MEC and highway impacts, plus qualitative narrative on overall impacts and on key receptors);
- Landscape (qualitative);
- Townscape (qualitative);
- Historic Environment (qualitative);
- Biodiversity (qualitative); and
- Water environment (qualitative).

The expected environmental impacts are summarised in Table 4.21 and further details are provided at Appendix Y.

Table 4.21: Environmental Appraisal Summary		
Impact	Summary of Key Impacts	7 Point Scale
1. Noise	Potential for some localised improvements to noise levels due to the potential increases in uptake of active travel, public realm improvements and pedestrianisation of Gas Street. Although the	Neutral

	scheme encourages a modal shift from private vehicle to more sustainable modes of transport, any potential noise benefits as a result of this are likely to be negligible in the context of the wider noise environment.	
2. Air quality	The addition improved footways and enhanced public realm have the potential to reduce overall traffic in Skipton as a result of an increased uptake in active modes of transport. Potential for localised reductions in pollutant concentrations as a result of modal-shift and reduced traffic volumes, however any benefits will likely be negligible in the context of the existing air quality conditions.	Neutral
3. Greenhouse gases	Some adverse impacts in the short term from embodied carbon. However, an overall net-benefit of reducing carbon in the atmosphere will be realised over the scheme lifetime carbon sequestration of proposed planting. Overall, over the scheme lifetime it is expected that operational benefits to user emissions and tree planting will likely outweigh adverse impacts related to embodied carbon.	Slight Beneficial
4. Landscape	The scheme is not anticipated to contribute to changes to the pattern, tranquillity, landcover or cultural elements of the landscape. Environmental design measures including materials will be considered to ensure the scheme ties in with the existing landscape with public realm improvements likely to contribute to a sense of place within the landscape.	Neutral
5. Townscape	Enhanced public realm, provision of new pedestrian routes an improved crossing and a reduction in general traffic from modal-shift are likely to enhance the layout, human interaction and connectivity of the townscape.	Slight Beneficial
6. Heritage	No direct impacts on designated heritage assets. Public realm improvements and a potential reduction in general traffic are likely to improve the context of listed buildings and features of the Conservation Area.	Neutral
7. Biodiversity	Some adverse impacts from habitat loss, including that which has the potential to support great crested newts. However, through mitigation and enhancement measures these impacts and any disturbance to surrounding habitats are anticipated to be minimised.	Slight Adverse
8. Water environment	Runoff generated through the construction and operation has the potential to change the chemical composition of groundwater bodies and watercourses Eller Beck and the Leeds and Liverpool Canal. Any impacts are considered negligible through mitigation incorporated into the scheme design. The scheme is not considered to contribute to flood risk as works are to be limited to the existing highway with no expected increase in impermeable surfacing within the highway and proposed footpaths adjacent to the canal / Aireville Park. Impacts are considered negligible with mitigation.	Neutral

4.3.10 How the scheme impacts across different social groups?
<p>All social benefits associated with the scheme have been qualitatively assessed using the guidance in TAG Unit A4-2.</p> <p>The scheme will benefit existing and new users of the railway station, as well as those generally accessing and passing through the town centre.</p> <p>The scheme has been assessed to have positive impacts across all categories, as indicated in Table 4.22 below. The Full DI assessment is included the EAR (Appendix R).</p>

Table 4.22: Social and Distributional Analysis	
Item	Expected Impacts positive or negative
1. User Benefits	Positive (DI = Moderate Beneficial): the SDI analysis has demonstrated that there are several social benefits associated with the scheme, particularly the journey quality and physical activity (health) benefits associated with the active mode proposals. From a DI perspective, over 60% of total user benefits are distributed across the 3 lowest income quintiles in Skipton with the overall impact being Moderate Beneficial across all five income groups
2. Noise	Positive (DI = Moderate Beneficial): although overall noise impacts are very small relative to user benefits (£4,293), they are distributed across all income groups with the majority of impacts experienced by those in income quintile 5
3. Air Quality	Positive (DI = Moderate Beneficial): similar to noise impacts, the total value of air quality impacts is small relative to user benefits (£2,906). They are also distributed across all income groups with the majority of impacts experienced by those in income quintile 5
4. Accidents	Positive (DI = Slight Beneficial): monetised accident impacts reflect the benefits of fewer road traffic accidents due to modal switching to active modes (cycling and walking). Although these impacts will be distributed across the different income quintiles, the impacts are Slight Beneficial given that total accident benefits are comparatively small (£64,951) whilst the impacts on different income groups, although positive, will be slight compared with some of the other impacts
5. Security	Positive (DI = Slight Beneficial): those in more vulnerable groups within Skipton (such as women, older people and those with disabilities) will benefit from the improved security afforded by the enhanced pedestrian provision as well as the improvements to general ambience and public realm

6. Severance	<p>Positive (DI = Moderate Beneficial): the new walking routes will remove barriers to pedestrian movement through improvements to road crossing provision and improvements to pedestrian movements generally. This means that the scheme will reduce existing levels of severance rather than impose higher levels of severance across more vulnerable social groups. The DI analysis (reported fully in the EAR) describes how each enhanced pedestrian corridor will reduce severance to key locations and amenities (including the station) within Skipton</p>
7. Accessibility	<p>Positive (DI = Moderate Beneficial): although TAG Unit A4.2 focuses on public transport accessibility aspects of accessing employment, services and social networks, the Skipton TCF scheme (with its focus on active mode improvements) will nevertheless improve accessibility both to the station as well as to various key locations throughout the town. There are also strong links with the reduction of severance impacts given that the scheme will reduce barriers to accessibility within the local community. The reductions in severance and hence improvements in accessibility reflect the positive effect the scheme will have on walking to local facilities, including access to the station and the many onward journey opportunities this provides</p>
8. Affordability	<p>Positive (DI = Slight Beneficial): although the Skipton TCF scheme is characterised by improvements to active mode travel, the enhancements to walking facilities will offer greatly enhanced / relatively low cost travel options particularly applicable to those on lower incomes. People in this category may not be able to afford a car (or indeed regular public transport fares to/from the station) but will view the improved cycling and walking routes as a financially affordable means of accessing the station as well as other key locations across the town centre</p>

4.3.11 What are the summary results from the appraisal of the scheme?

Appraisal Summary Table

The qualitative/ quantitative assessment of predicted scheme performance against each of the TAG sub-objectives has been completed using an Appraisal Summary Table (AST) and references the ASST appended to the ASR (Appendix Q).

A completed Appraisal Summary Table for each scheme option is provided in Appendix V.

This highlights the core benefits which are anticipated as a result of the implementation of the Skipton Station Gateway Improvements scheme.

Transport Economic Efficiency Table

A completed Transport Economic Efficiency (TEE) Table for each scheme option is provided in Appendix U.

The total present value of transport economic efficiency benefits (TEE) is **£1.77m** for the preferred Skipton Station Gateway Improvements scheme.

Analysis of Monetised Costs and Benefits Table

The economic appraisal for the Skipton Station Gateway comprises an assessment of the overall, net, monetised, economic worth of the scheme, as summarised in the AMCB.

The completed Analysis of Monetised Costs and Benefits Table is provided in Appendix U for the Skipton Station Gateway Improvements scheme.

Marginal external cost benefits (excluding congestion – accounted for in the TEE Table) for all assessments are presented in the AMCB Table, along with physical activity and journey quality savings assumed from the Active Mode and ABC assessment. User benefits split by purpose are pulled through from the TEE table.

This shows an overall unadjusted PVB of **£8.19m** for the preferred Skipton Station Gateway Improvements scheme.

The Benefit-Cost Ratio (BCR) for the scheme is provided in Section 4.3.12 and Table 4.23.

Public Accounts Table

Completed Public Accounts Tables for each scheme option are provided in Appendix U for each option and the overall programme.

All costs accrue to the public sector.

4.3.12 What is the Value for Money position?

The BCR for the Phase 1 is **4.25** which represents an initial **'Very High'** Value for Money position. The Present Value of Benefits (PVB) is **£10.71m**.

The BCR for the full scheme (Phase 1 + 2) is 3.03 which represents an initial **'High'** Value for Money position. The Present Value of Benefits (PVB) is **£21.25m**.

No wider economic benefits have been quantified for Phase 1 or the full scheme.

The overall value for money assessment is summarised in Table 4.23.

Table 4.23: Value for Money Assessment			
		Phase 1	Phase 1 + 2
Present Value of Benefits (£)	A	£10,714,007	£21,250,216
Present Value of Costs (£)	B	£2,523,028	£7,006,279
Present Value of Other Monetised Impacts (£)	C	£0	£0
'Initial' Net Present Value (£)	A-B	£8,190,979	£14,243,937
Initial Benefit to Cost Ratio	A/B	4.25	3.03
'Adjusted' Net Present Value (£)	(A+C)-B	£8,190,989	£14,243,937
'Adjusted' Benefit to Cost Ratio	(A+C)/B	4.25	3.03
Significant Non-monetised Impacts		N/A	N/A
Value for Money Category		Very High	High

4.3.13 Preferred Option Selection and Justification

At OBC, Option 1 (Do-Something) was selected at the preferred option to be taken forward to FBC. That option forms the basis of the full scheme (Phase 1 + 2) as described in Section 4.2.1 of this document.

As described above, Phase 1 is the extent of the scheme that can be delivered within the current TCF funding allocation, however an assessment of the full scheme (Phase 1 +2) has been undertaken to demonstrate the value for money, should additional funding (TCF or otherwise) become available.

Phase 1 has a **NPV of £8.19m PVB** which results in a BCR of **4.25** representing **'Very High' Value for Money**.

The contents of Phase 1 were selected through consideration of the benefits, costs, deliverability, affordability and contribution to the scheme objectives resulting in a scheme that offers very high value for money, improving access to and from Skipton Railway Station from the town Centre, bus station, employment, education and leisure opportunities.

The Phase 1 Skipton Railway Station Gateway scheme as presented has also been selected on the basis that it meets the following criteria:

- Achievement of the scheme and wider TCF / City Region objectives – documented in Section 1.2;

- Designs follow best practice guidance and have been developed in accordance with Green Streets principles, DMBR and NYC Design Standards;
- Performance against the scheme CSFs;
- Cost and delivery; and
- Economic benefits (monetised and non-monetised) including alignment to the governments levelling up policy; and

Phase 1 of the scheme will encourage inward investment in the local area via the significant enhancement of sustainable travel infrastructure in and around Skipton Station. Linking the station to key development, employment and educational sites within a short cycling and walking distance. Not only will the scheme enhance active travel improving journey quality, physical activity and journey times it will significantly improve public realm, complement the conservation area and facilitate sustainable growth.

The Outline Business Case is based on outturn scheme cost estimates, which include maintenance/ operational allowances and contingencies. This is considered a robust approach to cost estimation.

In terms of switching values, in order for the VFM category to change there would have to be no uplift in usage or the impact of the changes to the highway network would need to move from a benefit to a significant disbenefit.

The delivery of the full scheme (Phase 1 + 2) would increase the benefits of the scheme considerably (approximately double), whilst also resulting in a significant increase in costs. This results in a slightly lower BCR, in the “**High**” VFM category. The full scheme would improve on the Phase 1 proposals, providing a gateway experience at the station, whilst also improving active travel provision on Broughton Road, further solidifying the link to the town centre.

The full scheme would result in a minor disbenefit to general traffic. DfT appraisal guidance states that highway impacts must be accounted for. However, in light of national policy aimed towards to decarbonising the economy and building resilience against climate change, discouraging short distance private vehicle trips on an already constrained network can act as a catalyst for modal shift to sustainable modes of travel and will only further complement these priorities. Therefore, the highway impacts associated with the full Skipton Railway Station Gateway scheme is expected to contribute towards meeting this policy.

On this basis, should funding become available, there is a strong case for progressing the full Skipton Railway Station Gateway scheme, however when considering the benefits of the scheme to existing users, new attracted users, and the economic benefits of the scheme, there is a strong strategic, and economic case for investment in Phase 1 of the scheme.

5. Financial Case

The purpose of the Financial Case is to demonstrate that the preferred option is affordable and has the necessary funding. This should include the capital and on-going revenue costs and impacts.

Note – All sections should be reviewed and updated if this is the Full Business Case. A summary of any key changes and their implications on the business case should be included.

5.1 Capital Costs

5.1.1 What is the total project outturn capital cost?

The total project outturn capital costs for Phase1 of the Skipton Station Gateway preferred option are expected to be £7.172m and the cost breakdown is set out in Table 5.1 below. The project outturn costs for the Skipton Station Gateway Phase 1 and 2 are included at Appendix W for information and indicates a funding gap of X.

At Outline Business Case (OBC) stage, the outturn capital costs were prepared by experienced quantity surveyors and were technically assured by John Sisk and Sons as part of an Early Contractor Involvement (ECI) exercise, to provide a greater level of cost certainty. These costs came to £8.113m. Following OBC approval, WYCA confirmed an indicative contribution of £7.631m towards total scheme costs of £7.831m.

Following the submission of the OBC, a significant change in the global economic situation has occurred with significant impacts seen across the construction industry, with rising costs for materials and labour. Construction methodology constraints for the station car park and canal path have also increased costs. As a result, the total scheme (Phases 1 and 2) is not affordable with the current funding and as such only Phase 1 will be progressed through the Transforming Cities Fund. NYC remains committed to the overall vision of the full scheme and will seek to progress Phase 2 as alternative funding streams become available.

Prior to submission of this Full Business Case (FBC), Galliford Try were onboarded as the delivery contractor and have prepared a budget cost estimate for the scheme, totalling £4.096m (this excludes development costs, benefits realisation and client risk). A Target Cost will be produced following submission of the FBC for contractual agreement between GT and NYCas part of the Approval to Proceed (ATP) .

Since OBC, development and indirect construction costs have risen, with reductions seen, as a result of phasing, through delivery, utilities, risk, contingency and traffic management. Broadly, cost increases are largely in line with inflation. Development costs have increased beyond that estimated at OBC. Contract management costs during construction were not included at OBC and has now been added to FBC costs. Given the de-scoping of the scheme, it is difficult to draw any conclusion from this. As mentioned above, the construction field, and wider world, has seen significant changes since the previous cost plan was undertaken (17/03/2021) resulting in significantly higher costs for materials and labour and as such if the same comparison was to be made between the full scheme (Phase 1 + 2) and the OBC costs, there would be price rises seen across most components. A comparison between Strategic Outline Case (SOC), OBC and FBC costs is provided in Appendix W.

The key cost assumptions are as follows:

General

- It has been assumed that this scheme is to be delivered as a 'standalone' project.

Contingency

- Contingency has been allowed for within the Cost Plan, totalling 1.4% of the total cost.

Preliminaries, Overhead and Profit

- A percentage allowance for preliminaries has been included at 48% (of direct construction costs). NYC has challenged the contractor about this cost. The contractor explanation is that this is largely driven by the constraints around working next to the canal.

Traffic Management

- Traffic Management allowances have been included within the Galliford Try (GT) Cost Plan.

Project Fees

- A 39.28% (of the total costs) allowance has been included to account for business case support, surveys, design, supervision, project management, planning, ECI, Network Rail Basic Asset Protection Agreement (BAPA), Traffic Regulation Order (TRO) development, contract management and ECI.

Utilities

- No utility diversions assumed to be required. This has been included within the risk register.

Risk

- An allowance for risk of £456,456 has been included. This comprises £98,609 based on pre-mitigated P80 value derived through a Quantified Cost Risk Analysis (QCRA) (Appendix K) of the identified project risks and £357,846 of construction risk included within GT's Budget Cost Estimate. The use of a pre-mitigation (Current) Risk value is considered to be a conservative approach to Risk Management as appropriate for this stage of design. The post mitigation (Target) Risk analysis also shown in the QCRA, shows how the risks will be managed through the next stages of delivery, and the potential reduction in associated effects of risk realisation on scheme costs resulting from the identified mitigation activities being completed. The final allowance for risk will be confirmed in the AtP report.

Future Inflation

- Future inflation has been applied as per the GT cost plan (0.15% to construction start date and 1.45% to July 2024 (procurement completion). Inflation of 1.45% has also been applied to future North Yorkshire Council (NYC) and consultant costs (excluding risk).

The following exclusions have been made:

- Costs associated with taxes and levies. Value Added Tax (VAT), Stamp Duty etc.
- Costs associated with changes in legislation and any form of applicable standards.
- Costs associated with any unforeseen third-party interfaces.

As discussed above the scheme cost includes construction inflation, allowances for drainage and landscape work in the build-up of the base cost. In addition to the base cost, the estimate

includes preparation and administration costs, monitoring and evaluation (accounted for under project fees) and quantified risk to inform the final budget cost for the financial case.

The Proposed Scheme has been allocated £7.631m following the submission of the OBC. In addition to this, North Yorkshire Council will contribute £0.2m bringing the total allocation to £7.831m.

It is recognised that the descoped scheme costs are now lower than the amount awarded at OBC, and as such it is proposed that the remaining funds (£0.659m) be reassigned at a programme level to the Selby (£289,375) and Harrogate (remainder) schemes. This approach was endorsed at Thematic Board on 14 December 2023.

The detailed cost plan (full bill of quantities) has been produced by Galliford Try as NYC's delivery contractor and is included in Appendix Z. For reporting purposes the total outturn costs for the Skipton Station Gateway Scheme have been apportioned into the following itemised cost categories (as per the Combined Authority's FBC template) and are summarised in Table 5.1.

	CA (TCF) Costs (£m)	NYC Costs	Total Project Outturn Costs (£m)	% of total costs
Development Costs				
Project Development	£2,816,983	£0	£2,816,983	39%
Land Assembly	£0	£0	£0	0%
Enabling works	£0	£0	£0	0%
Delivery Costs				
Delivery	£1,948,159	£200,000	£2,148,159	30%
Inflation	£48,647	£0	£48,647	1%
Other (GT: Framework Fee, Insurance and Contract Fee)	£205,000	£0	£205,000	3%
Indirect Construction Costs	£1,345,136	£0	£1,345,136	19%
Risk	£456,455	£0	£456,455	6%
Contingency	£101,391	£0	£101,391	1%
Benefits Realisation Reporting	£50,000	£0	£50,000	1%
Total (£m)	£6,971,771	£200,000	£7,171,771	100%

Item	Definition
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Project Development	This covers development costs to FBC submission and includes council costs, legal fees, consultant fees, design fees, project/programme management costs etc.
Land Assembly	This is in relation to infrastructure schemes. Not Applicable
Enabling Works	This is the costs of any works required prior to Delivery, generally as a separate contract, e.g. removing contamination. Not Applicable
Delivery	This is the direct construction cost of implementing the scheme.
Inflation	Future inflation has been applied as per current BCIS projections (0.15% to construction start date and 1.45% to July 2024 (procurement completion) as included in the contractor's costs.
Indirect construction costs	Preliminaries, Overheads and Profit, including traffic management prelims.
Other	Galliford Try's Framework Fee, Insurance and Contract Fee.
Risk	An allowance for risk of £456,456 has been included. This comprises £98,609 based on pre-mitigated P80 value derived through a Quantified Cost Risk Assessment (QRA) (Appendix K) of the identified project risks and £357,846 of construction risk included within GT's Budget Cost Estimate.
Contingency	Contingency of 1% of the total scheme costs has been included.
Benefits Realisation Reporting	These are costs required for monitoring and evaluation of benefits.

5.2 Funding Profile

5.2.1 What is the cash flow and funding profile for the project?

The funding profile is in line with the costs outlined in the previous section split across seven financial years with the majority of funding required for spend in 2024/25 and beyond for construction. Please see the forecast quarterly financial spend profile in Table 5.2 which reflects the programme and schedule of activities.

Sunk costs (scheme development costs) spent to date are included in the funding profile below and the overall request from the Combined Authority, these comprise £0.425m of spend to OBC plus £2.391m of post OBC spend, totalling £2.817m. The total costs spent to the submission of the OBC were £0.425m and comprised the following:

- 2020/2021 – £323,856 – Previous Year Spend; and
- 2021/2022 – £101,952 – OBC Development and Preliminary Design.

A sum of £2,391,175 has been identified by NYC to cover the scheme development costs to delivery. This will ensure that all activities are completed in line with the delivery of the programme of works and all fees required prior to construction are available on a timely basis. These costs are broken down as follows:

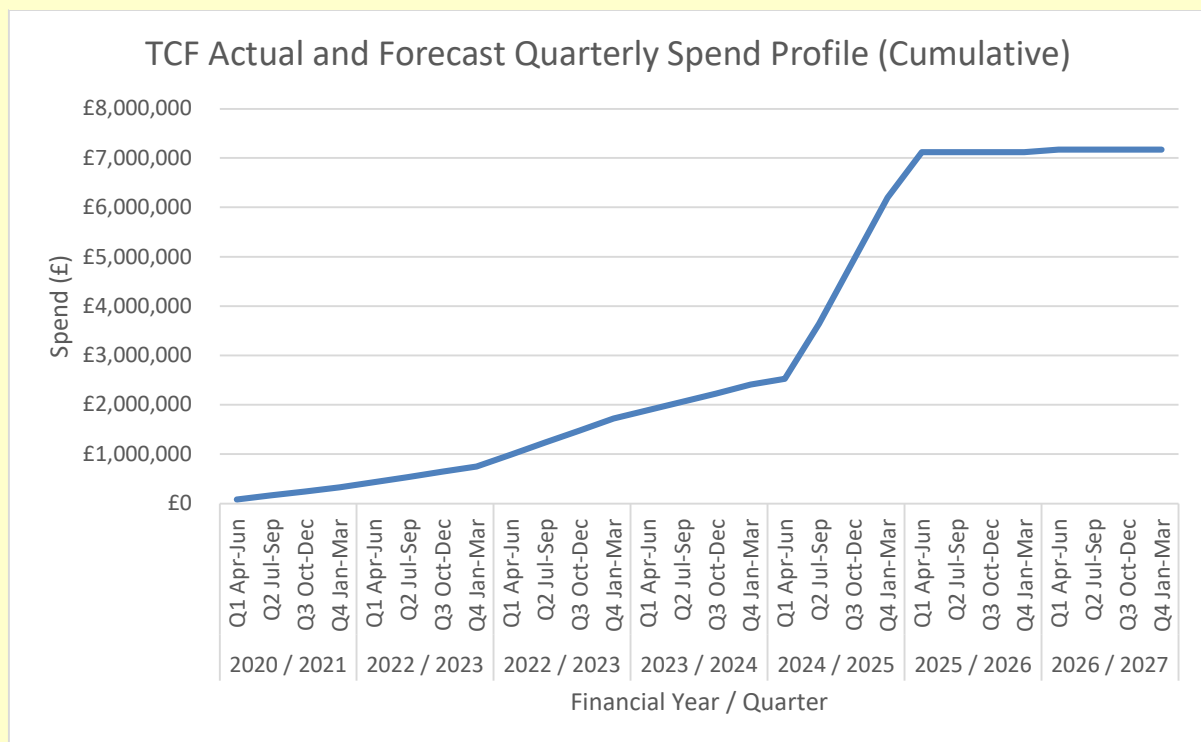
- 2021/2022 – £321,525 – Detailed Design
- 2022/2023 – £971,217 – Detailed Design and FBC Development
- 2023/2024 – £678,933 – Detailed Design, FBC Development and TTRO Costs
- 2024/2025 – £376,643 – NEC Management, Site Supervision, Design Support, CRT, Rail, Project Management.
- 2025/2026 – £42,857 – NEC Management and Site Supervision.

Council contributions from the former NYCC and CDC are now shown as NYC funding. The contribution required from the CA equates to 97.21% of the total funding required, with the remaining 2.79% of the total scheme cost to be funded by a local capital contribution from NYC.

The detailed cost plan is appended to this FBC in Appendix W, with the funding profile for the Skipton Station Gateway scheme outlined in the Table 5.2 below.

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total
	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2020 - 2027
Combined Authority funds (TCF) funds	£0.324m	£0.423m	£0.971m	£0.589m	£3.689m	£0.920m	£0.056m	£6.972m
Applicants' funds (NYC)							£0.200m	£0.200m
Total Cost	£0.324m	£0.423m	£0.971m	£0.589m	£3.689m	£0.920m	£0.056m	£7.172m

Figure 5-1: Actual and Forecast Quarterly Spend



The detailed cost plan is appended to this FBC in Appendix W.

5.3 Revenue Costs

5.3.1 Are there any revenue, on-going/operational costs associated with the project?

The Skipton Station Gateway scheme will give rise to revenue liabilities for capital renewals and maintenance, when compared to a future scenario in which the Skipton Station Gateway scheme does not exist.

Operating and maintenance costs relate to the cost of people, machinery and materials required to maintain the Skipton Station Gateway. The anticipated 'whole life cost' expenditure has also been profiled over time.

The public Highway maintenance obligations fall under the purview of NYC. An assessment of the maintenance costs has been undertaken for each scheme component. The reduced amount of highway extent under Phase 1 has reduced the council's maintenance liabilities. The assessment has considered the existing and future maintenance costs and estimated the overall net change. A minor uplift in maintenance responsibilities is assumed with regards to the Cavendish Street / Gas Street changes with the new crossing and street furniture resulting in a minor uplift in maintenance costs. However, this is offset by reduced maintenance costs relating to the existing carriageway.

The existing renewal and maintenance costs of other elements will reside with the legal owner. It is considered that there will be an additional maintenance burden associated with signage, benches, litter bins and resurfacing. Confirmation of maintenance responsibilities will be provided at AtP.

Gallows Bridge replacement is a direct replacement of an existing ageing asset therefore it is assumed that the impact will be neutral with regards to maintenance and renewals. The bridge is owned by CRT who will be responsible for future maintenance.

Black Walk is privately owned. It is anticipated that the primary additional maintenance burden will be associated with the planting in the vicinity of the proposed steps to Morrisons. This would be the responsibility of Morrisons and would be minor in nature. Discussions are on-going with Morrisons and an agreement will be in place prior to construction commencing.

The following notional allowances will need to be made by the scheme promoter and delivery partners towards maintaining the Skipton Station Gateway scheme and are currently excluded from the financial request to the Combined Authority.

The whole life costs identified above have been factored into the economic appraisal and the impact has been taken into account in the calculation to Benefit Cost Ratio and Net Present Value. Further details are provided in the economic case. In financial assessment terms, maintenance would be covered by the asset owner. North Yorkshire will maintain its assets in line with council budgets..

5.4 Funding Source

5.4.1 What other funding sources are there within the project?

As detailed earlier, the funding for the Skipton Station Gateway Scheme will be split between the TCF and contributions from NYC.

At the SOBC stage the outturn costs (not including risk and contingency as advised by WYCA) was estimated to be £5.8m. Should the allowance for risk and contingency have been included for in the request for funding at SOBC stage the total forecast scheme cost was estimated to be £8.4m. This is outlined in Appendix W.

At OBC stage the outturn costs for the preferred Skipton Station Gateway option were expected to be £8.113m; this included allowances for risk and contingency as detailed in Appendix W. These emerging costs were discussed with the TCF programme management team and presented at Thematic Board on 23rd February 2021, with the costs approved ahead of OBC submission. Following the preparation of the OBC, it was agreed with the CA to reduce the risk contingency and inflation pot from 30% of the direct costs to 25%, resulting in an award of £7.631m of TCF funds.

At FBC stage the outturn costs for the Skipton Station Gateway scheme, as prepared by Galliford Try (delivery contractor) total £7.172m.

1.1.11. Phase 1, with its reduced scope, therefore represents an underspend of £0.659m, which will be confirmed upon agreement of the target cost. On 14 December 2023, NYC sought endorsement of FBC costs at Thematic Board, which also included agreement of transfer of monies from Skipton TCF scheme to Selby TCF scheme. Thematic Board approved the transfer of £289,375 to Selby TCF and the remainder to Harrogate TCF Project to support the delivery of those projects. Endorsement of this reallocation of North Yorkshire funding is sought through WYCA's PAT and Committee boards.

1.1.12. Table 5-3 below highlights the key changes between SOC, OBC and FBC stage comparing the scheme on a like for like basis with the inclusion of risk and contingency which was previously removed from the SOC submission. Following scheme descoping at FBC, the scheme has a reduced scope when compared to the SOC and OBC. As such there is limited value in comparing cost progression.

Component	SOC Cost Estimate	OBC Cost Estimate	FBC Cost Estimate
Project Development**	£855,000	£1,260,040	£2,816,983
Indirect Construction Costs	£1,157,000	£1,238,280	£1,345,136
Land Assembly	£0	£0	£0
Enabling Works	£0	£0	£0
Delivery	£4,237,000	£2,751,823	£2,148,159
Benefits Realisation Reporting	£0	£50,000	£50,000
Other (Utilities / Fees)	£0	£550,365	£205,000
Risk	£1,394,000	£1,016,373	£456,456

Contingency	£718,000	£275,182	£101,391
Inflation	£0	£234,839	£48,647
Traffic Management	£0	£454,051	£0*
Total	£8,361,000	£7,830,953	£7,171,771

* TM costs for FBC are included within delivery and indirect construction costs.

** Includes site supervision and project management to delivery for FBC.

Cash Flow Statement

In summary, Phase 1 is expected to have the following implications on public accounts:

- TCF funding is sought to fund £6,971,771(97.21%) of the scheme implementation costs, with majority of the funds being spent during the financial years 2024-25;
- A local contribution of £200,000 (2.79%) of the scheme implementation costs is required. A £200,000 contribution for NYC (formerly NYCC and CDC) will support scheme delivery; and
- Maintenance, Capital renewal / operating costs over 60 years are expected to be approximately £512,373 in 2023:Q3 prices and is excluded from the capital request from WYCA. Maintenance costs accommodated by the relevant responsible asset owner.

As a commitment of support, NYC's Section 151 Officer has provided a Letter of Intent (LOI) to restate the Council's commitment to the Skipton TCF and compliance with WYCA's Assurance Framework requirements and Transforming Cities Fund programme requirements (see Appendix AA).

Table 5.4: Funding Source

Funding Source	(£m)	Current status (secured, pending, applied for)
Transforming Cities Fund (TCF)	£6.972	Applied for
NYC Capital Funds (former NYCC funds)	£0.100	Secured
NYC Capital Funds (former CDC funds)	£0.100	Secured
Total (£m)	£7.172	

5.4.2 What are the main financial risks and how will they be managed?

NYC has considerable experience of delivering this type of project but do recognise that financial risks still remain. It is important to note that these have been accounted for within the total package cost through the risk review process. **Section 6.3** of the management case details how risk will be managed through the delivery of the Skipton Station Gateway scheme.

To reflect the uncertainty associated with known risks, a QCRA has been undertaken, using a scheme risk register and Monte Carlo analysis software @RISK. Further detail of the methodology applied to generate a risk-adjusted cost is contained within the Management Case which further describes how risk will be managed through delivery.

The QCRA analysis estimated a risk-adjustment of £98,609 equivalent to 1.4% of total scheme costs. This is considered to be a robust estimate.

The top client financial risks (in descending order of cost) are as follows:

- Utilities: Unexpected buried services and utilities could be encountered;
- Canal: Works are delayed or amended; and
- Ecological: Protected species are impacted and delay construction.

In addition to this client risk register, GT have also produced a risk register to track contractor risks. The risk allocation from this is £357,846, which is equivalent to 4.99% of the total scheme costs.

The top contractor project risks are as follows:

- Quantity / Take off Errors;
- Air Vacuum outputs below the programmed outputs due to hard / cohesive ground;
- Utility strikes / damage;
- Flood risk causing programme delays; and
- Delays due to material availability.

The scheme risks are as shown in Table 6.6 in the Management Case and both scheme risk registers are included in Appendix J.

5.4.3 How will cost overruns be dealt with?

Once the project contribution is fixed from the CA, cost overrun responsibility falls to the promoting authority, that is NYC.

The Project Management team will be responsible for managing the budget on a day-to-day basis. It is expected that cost reductions will be sought through both the delivery process. In addition to this, cost and programme risks have been fully considered. The construction contract includes a Pain/Gain share mechanism which incentivises the contractor to identify and deliver cost reduction opportunities.

In addition to the above, to control the project costs the team will be actively managing costs through the risk identification process which will be governed by the Project Board. In the unlikely event a cost overrun should occur, the following two-tiered approach would be utilised by the project team:

Project Board & Governance

A North Yorkshire Project Board is already established for the project, as detailed in the Management Case, to oversee the management of the design and delivery of the TCF schemes. This Project Board has oversight of performance within set cost tolerances which will be managed and reported by the Project Manager, supported by a contract manager.

It is anticipated that WYCA will set a cost tolerance of 10% at FBC, in line with previous approvals. For any cost overruns above this level there will be a requirement to be take the matter to WYCA for approval. The Project Board will also consider the submission of any change requests and future descoping options if required.**Project Manager Actions**

At an individual project level, the Project Manager will also control the project costs. This will be achieved by actively managing the QCRA and seeking to promote value engineering through

the NEC4 contract. Decisions will be managed in line with council approvals, reporting through management channels to the Project Executive as required.

Costs of each scheme will also be actively monitored by WYCA's Thematic and Portfolio Boards. Thematic Board will retain overall responsibility for ensuring cost over-runs do not occur and are suitably mitigated in the first instance through individual project management practices and responsibilities reporting into Programme Board.

As the scheme delivery progresses, the out-turn costs achieved, and performance will be used to actively adjust risk allowances as part of the submissions for latter schemes in the programme. This will ensure that there is no on-going build-up of potential cost over-runs over the delivery of projects coming forward as part of the programme.

Contractor Actions

The Commercial Case (section 3.2.2 and 3.2.3) details the proposed approach to risk allocation and transfer. This identifies those risks which would be assigned in full (or on a shared basis) to the Contractor. The approach presented will ensure that all risks are assigned to the party best placed to manage them, achieving value for money.

Delivery and programme risk will be shared and incentivised through a pain/gain mechanism provided for as part of the construction contract. This will be incentivised against the NEC4 Target Cost approach, with the incentives set out in Table 3.4 in the Commercial Case.

Incentive payments against target cost at the previous stage will provide a strong set of incentive and reward to be innovative in finding solutions to problems.

5.4.3 Does the project offer any potential to generate a commercial return to pay back the Combined Authority funding?

Not applicable to this scheme. There are no planned works as part of the Skipton Station Gateway that will provide a commercial return to pay back the CA funding.

There is no opportunity to provide additional retail assets as part of the scheme delivery that will offer a commercial return to the CA. All existing assets are to be rightly owned and maintained by NYC and the other delivery partners who currently own, maintain and operate the assets.

5.4.4 Has the project considered any State Aid implications?

There are no known State Aid implications.

Whilst the scheme may deliver indirect and benefits to rail train operating companies (TOC's) currently operating Skipton Station, their contracts to provide public transport are properly procured through a UK compliant process. The scheme delivery partners have also been procured in line with UK procurement regulations.

6. Management Case

The purpose of the Management Case is to demonstrate that the preferred option is capable of being delivered successfully, in accordance with recognised best practice.

Note – All sections should be reviewed and updated if this is the Full Business Case. A summary of any key changes and their implications on the business case should be included.

6.1 Deliverability

6.1.1 How will the delivery of the project will be managed?

This section identifies the management and governance arrangements for the scheme, based on experience from previous projects that have been successfully delivered.

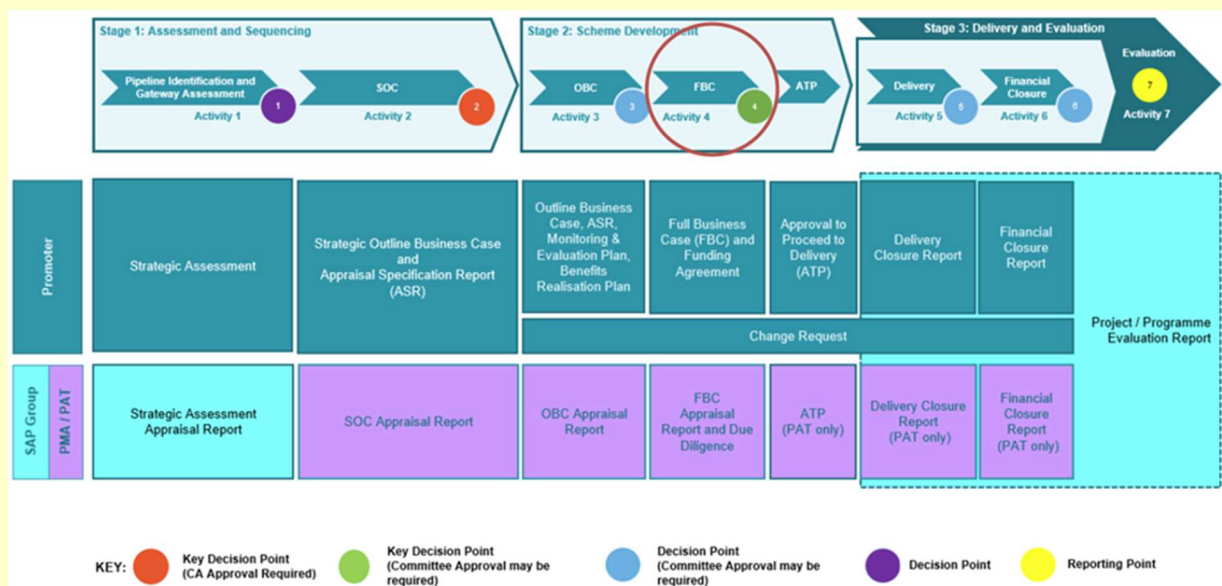
A robust project management framework and governance structure is in place to manage the scheme through to construction. The framework follows the principles of PRINCE2 and has been developed in line with the WYCA Assurance Framework and requirements.

West Yorkshire Combined Authority Assurance Framework

The WYCA Assurance Framework covers expenditure on projects and programmes funded by Government or local sources in the WYCA and is being used to inform the TCF Programme.

Figure 6.1 below shows the stages in the WYCA Assurance Framework process, illustrating the three-stage system for project control to deliver value for money in a transparent and accountable way.

Figure 6.1 - WYCA Assurance Framework Process



This FBC is at Activity 4 in Stage 2 of WYCA’s Assurance process, and the Management Case contains the relevant evidence to demonstrate NYC can manage the project through from inception to construction and opening.

Previous Project Experience and Expertise to Deliver the Project

The following projects delivered by NYC demonstrate the authority’s ability and expertise to deliver infrastructure projects in North Yorkshire from SOBC stage, through to full construction and opening.

Different procurement options were selected for each project, further demonstrating the Council’s and Project Managers abilities to manage projects under different contracts.

This provided the flexibility and experience needed to determine the best value route to procure the construction element of the scheme through the development of the OBC. An exercise which was concluded in 2022 following the successful appointment of Galliford Try as delivery contractor prior to the submission of this FBC.

Table 6.1 provides evidence of NYC’s ability to successfully deliver high quality infrastructure schemes across the county.

The successful delivery of these schemes provides confidence that NYC and its strategic partners have a significant level of experience in the planning and delivery of transport improvements.

Opportunities will be taken, wherever possible, to improve delivery processes by acting upon the lessons learnt from these recent schemes.

On a broader approach, the schemes identified in **Table 6.1** have given NYC experience in recognising that:

- Significant appreciation of risks, including unforeseeable ones, require good management. This should be considered through regular meetings and discussions between NYC and designer and/or contractor as early as possible, along with risk reviews to mitigate and manage risks and ensure compliance with CDM (Construction Design and Management) Health & Safety processes. A Risk Register has also been included as a standing item on all progress/steering group meeting agendas;
- Where applicable, changes within the design process are appreciated as early as possible and there is an understanding that alterations when further into the detailed design stage should be minimised;
- Effective public engagement can help share information about the scheme, alleviate concerns and reduce the risk of low public acceptability; and
- Early partner engagement from the outset; including from legal services, can reduce the risk of issues arising later in the project and contribute to the successful delivery of the project.

Table 6.1: Experience of Similar Projects

Scheme	Description	Development	Construction	Project Management
Bedale, Aislaw and Leeming Bar Bypass (BALB)	The highway scheme consists of a 4.8 km single carriageway (7.3m wide) link from the A684, north of Bedale, to the A684, east of Leeming Bar. The scheme crosses the A1(M) at approximately the midpoint of the bypass, where it connects to a grade separated interchange at Junction 51, which was previously constructed as part of the A1 upgrade motorway scheme.	Funding for the scheme was approved in July 2014 following the TAG stages of SOBC, OBC and FBC. Work commenced on site in November 2014. The scheme was delivered within the £34.5 million budget and opened to traffic in August 2016 two months earlier than identified within the initial programme. Successful management was possible in part through stakeholder and public consultation approach which complied with the NYC’s Statement of Community Involvement. The results of the consultation played a significant role in offering	A procurement strategy workshop was undertaken to help determine the construction procurement method. It was determined that the construction phase was to be delivered through an NEC/ECC Option A design and build contract. Following a successful funding application, interested contractors were engaged through the Official Journal of the European Union (OJEU) process.	Project management controls included using accredited engineering consultants and contractors with clearly defined management controls aligned to PRINCE2. NYCC used their Professional Services Framework Contract and an OJEU process to ensure quality controls were in place to deliver the project. Unique challenges: The bypass was delivered through three sites of archaeological importance including a Roman Villa and a late Iron Age enclosure, causing adverse impacts on each. Successful management was crucial in minimising the impacts the scheme had on the

		support for a bypass from the communities of Bedale, Aiskew and Leeming Bar.		archaeological sites. This included undertaking a series of archaeological excavations ahead of construction and protecting the vast majority of the Aiskew villa complex which lies outside the road corridor by designating it as a scheduled ancient monument.
Scarborough integrated transport scheme			was	Project management controls controls were in place to deliver
		well as their fit with collated in to a the SOBC, OBC and FBC, the preferred route	using the NEC3 Option A: in 2023 ahead of the	use an OJEU process to ensure quality controls were in place to

Project Governance Structure, Roles and Responsibilities

The key project roles and responsibilities have been defined for the scheme and the governance structure is in place. These are summarised in **Table 6.2** and **Table 6.3**. At a programme level, WYCA will have overall responsibility and accountability for any funding released by the DfT to the LCR regarding the TCF.

At the project level NYC have in-house capabilities, supported by an established design and construction supply chain, with the required project management systems, skills and track record to be able to deliver this project successfully. The Council is being supported by an assigned Project Manager from WYCA who is working in partnership with NYC through the assurance process.

The Council, and its predecessors NYCC and Craven District Council (CDC), have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport schemes. NYC also has dedicated resources to deliver the scheme using PRINCE2 and Managing Successful Programmes (MSP) methodologies.

The key roles and responsibilities associated project level bodies are summarised in **Table 6.2**.

Table 6.2: Key Project Roles and Responsibilities

Project Role	Responsible Person/s	Project-level Responsibilities
Executive	██████████, Assistant Director – Highways & Transportation, NYC	Overall responsibility for project.
Business Sponsor	██████████, Head of Major Projects & Infrastructure, NYC	Oversight of major capital projects. Project representative at Portfolio Board (highways)
Project Manager	██████████, Economic & Regeneration Project Manager, NYC	Project Manager
Programme Manager	██████████, TCF Programme Manager, NYC	Day-to-day NYC TCF programme oversight to ensure alignment with objectives and delivery. Project representative at Thematic Board
Highways	██████████	Highways support
Economic Development/Regeneration Representative	██████████	Economic development/regeneration support, local advice to the project. NYC Portfolio Board representative (regeneration)
Legal Representative	██████████	Legal support

Finance Representative	████████	Financial support
Procurement Representative	████████	Procurement support
Communications	████████	Communications support
Project Assurance (WYCA)	████████	WYCA representative presentation at Project Team meetings
Design Lead	WSP	Principal Designer, NEC Contract Management
Delivery Contractor	Galliford Try	Principal Contractor

NYC TCF Project Board

The NYC TCF project board has been set up to oversee all three NYC TCF projects (Harrogate, Skipton and Selby). The purpose of the NY TCF Project Board is to ensure the projects within the county are developed and delivered in accordance with the WYCA Funding agreement, DfT guidance, and the vision and objectives of the LCR TCF programme.

The board provides direction for the projects, supports the Project delivery teams, challenges decisions, and ensures development and delivery is on track, within budget and will deliver the required standards of quality whilst sharing scheme specific experience and lessons learnt across all three projects.

The NYC TCF Project board representatives and their roles are set out in **Table 6.3**.

Table 6.3: NYC TCF Project Board

Board Member	Title	Board Role
████████	Assistant Director – Highways & Transportation	Project Executive
████████	Head of Major Projects & Infrastructure	Business Sponsor
████████	TCF Programme Manager	Programme Manager
████████	Economic & Regeneration Project Manager	Project Manager
████████	Head of Regeneration - South	Senior User (Regeneration)
████████ ████████	Area Manager, Highways <ul style="list-style-type: none"> • Harrogate • Skipton and Selby 	Senior User (Highways)
████████	Assistant Director Resources	Assurance (Finance)
████████	Head of Legal Corporate Services	Assurance (Legal)

██████████	Communications	Assurance (Communications)
██████████	Galliford Try	Senior Supplier (Contractor)
██████████ ██████████	WSP	Senior Supplier (Designer)
██████████ ██████████ ██████████	WYCA	Assurance (Funder)
	DfT	Assurance (Funder)

The NYC TCF Project Board and project activity is reported back to WYCA on a monthly basis via its PIMS system and Thematic Board.

To provide further oversight and assurance, the NYC TCF Project Board comes under the NYC Capital Highways and Infrastructure Programme Board, which is chaired by the Corporate Director, Environment. The Corporate Director, Environment reports to the NYC Corporate Capital Projects Board which is chaired by the Chief Executive and attended by the Corporate Director, Resources who is also the Council’s Section 151 Officer.

WYCA Thematic Board

The purpose of the TCF Thematic Board is to ensure the projects within are developed and delivered in accordance with WYCA and DfT guidance, and the vision and objectives of the Leeds City Region TCF programme. The NYC TCF Programme Manager attends Thematic Board.

The board ensures coordinated development, and delivery of similar types of schemes and interventions, with common objectives, outcomes, and benefits. The board provides direction for the projects, challenge decisions, and ensure development and delivery is on track, within budget and will deliver the required standards of quality.

The role of the Thematic Board is to:

- Provide leadership, coordination, and direction to all aspects of the planning, programming, funding, procurement, implementation, and monitoring of the Access to Places work packages and schemes;
- Ensure monitoring of progress, cost and quality is undertaken in an effective manner;
- Provide a forum for strategic discussion and recommendations in relation to programme delivery, including the management of inter-dependencies between schemes and cross cutting issues;
- Ensure that the WYCA Assurance Framework is complied with throughout all stages of the programme planning, procurement, and delivery;
- Endorse the submission of business cases to the Combined Authority’s appraisal team, following a review of the business case by the CA Programme Team;
- Promote partnership working, negotiate solutions with partners and stakeholders, and escalate any issues to Portfolio level that cannot be resolved at Programme level; and
- Ensure dissemination of best practice and lessons learnt, to inform this and future programmes.

WYCA TCF Portfolio Board

The TCF Portfolio Board operates on a by exception basis, with issues escalated up through Project to Thematic Programme to Portfolio Board.

The overall aim of the board is to provide strategic leadership, support and challenge to the TCF Portfolio ensuring development and delivery within agreed time, cost and quality parameters.

The board monitors progress made by the wider TCF Portfolio, implementing and disseminating required actions to ensure successful development and delivery of schemes.

The board provides oversight to the portfolio to ensure there is appropriate assurance and governance in place, providing the opportunity for risks and issues to be escalated from Programme Boards as necessary, including the management of the risk and contingency budget for the portfolio . The Portfolio Board also approves transferring of funding between the thematic programmes board, should the situation arise including the management of the Portfolio Risk & Contingency budget for West Yorkshire and release of funding when necessary.

Further detail on the Portfolio Board, including its role and terms of reference, is provided in **Appendix AB**.

Attendees of the Portfolio Board and their respective roles are identified in **Table 6.4**.

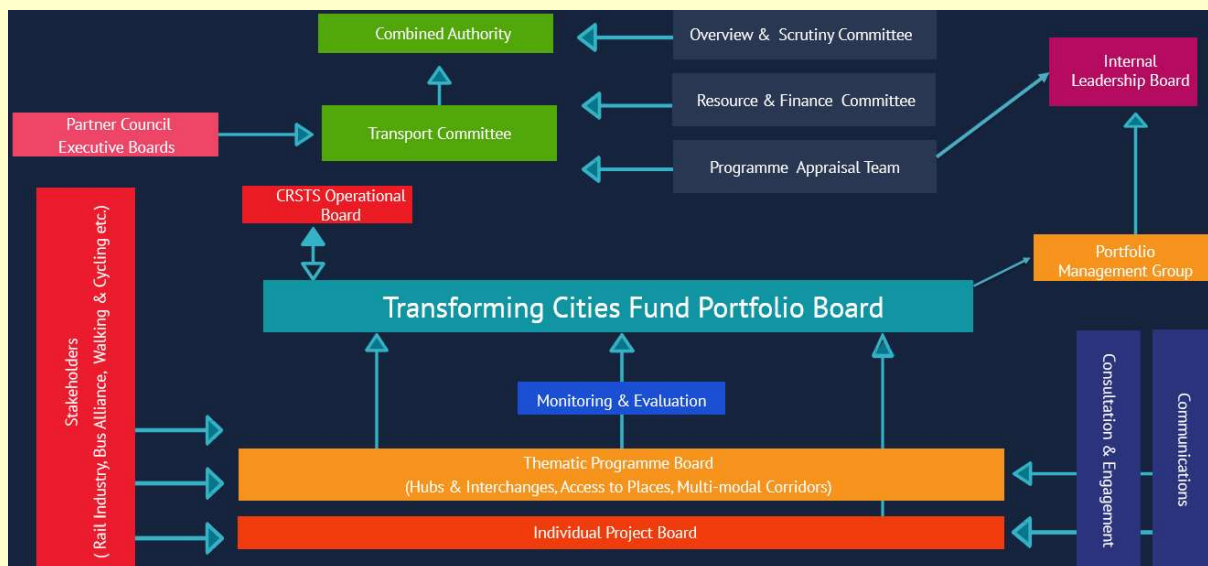
Table 6.4 – TCF Portfolio Board Members			
Name	Title	Organisation	Role
██████████	Head of Transport Implementation (Chair/SRO)	WYCA	Member
██████████	Transforming Cities Implementation Lead	WYCA	Member
██████████	Project Assistant	WYCA	Attendee (Board support & Admin)
██████████	Transport Lead (Projects), Transport Implementation	WYCA	Member
██████████	Head of Finance	WYCA	Attendee
██████████	Multi-Modal Corridors Programme Manager	WYCA	Attendee
██████████	Access to Places Programme Manager	WYCA	Attendee
██████████	Hubs and Interchange Programme Manager	WYCA	Attendee
██████████	Consultation and Engagement Manager (Transport)	WYCA	Attendee

██████████	Lead Communications & Marketing Officer	WYCA	Attendee
██████████	Policy Manager	WYCA	Attendee
██████████	Head of Major Projects & Infrastructure	North Yorkshire Council	Member
██████████	Head of Regeneration – South	North Yorkshire Council	Member
██████████	Senior Highways Officers	Bradford, Calderdale, Kirklees, Leeds, Wakefield and City of York Councils	Member

The Portfolio Board meetings are scheduled on a monthly cycle where possible.

The relationship of the Thematic to the TCF Portfolio board, as well as governance boards within the Combined Authority and Partner Councils is shown on **Figure 6.2**.

Figure 6.2: TCF Governance Structure



Management of the Project

The project follows the principles of PRINCE2 as well as the project controls, processes and reporting set out in this document, which will ensure that all stages of the project are managed consistently and efficiently. Specifically, it will ensure that:

- An appropriate control and reporting framework is put in place to effectively manage the project as required by the project board;
- An appropriate project framework is put in place that effectively manages all issues and risks; and
- A robust change management process is put in place to manage all project changes.

Project Execution Plan

An updated Skipton TCF Station Gateway Project Execution Plan (PEP) presents all of the pertinent project information and project management details.

The PEP is presented in **Appendix AC** and provides a clear and detailed overview of the management framework for the project, giving details of:

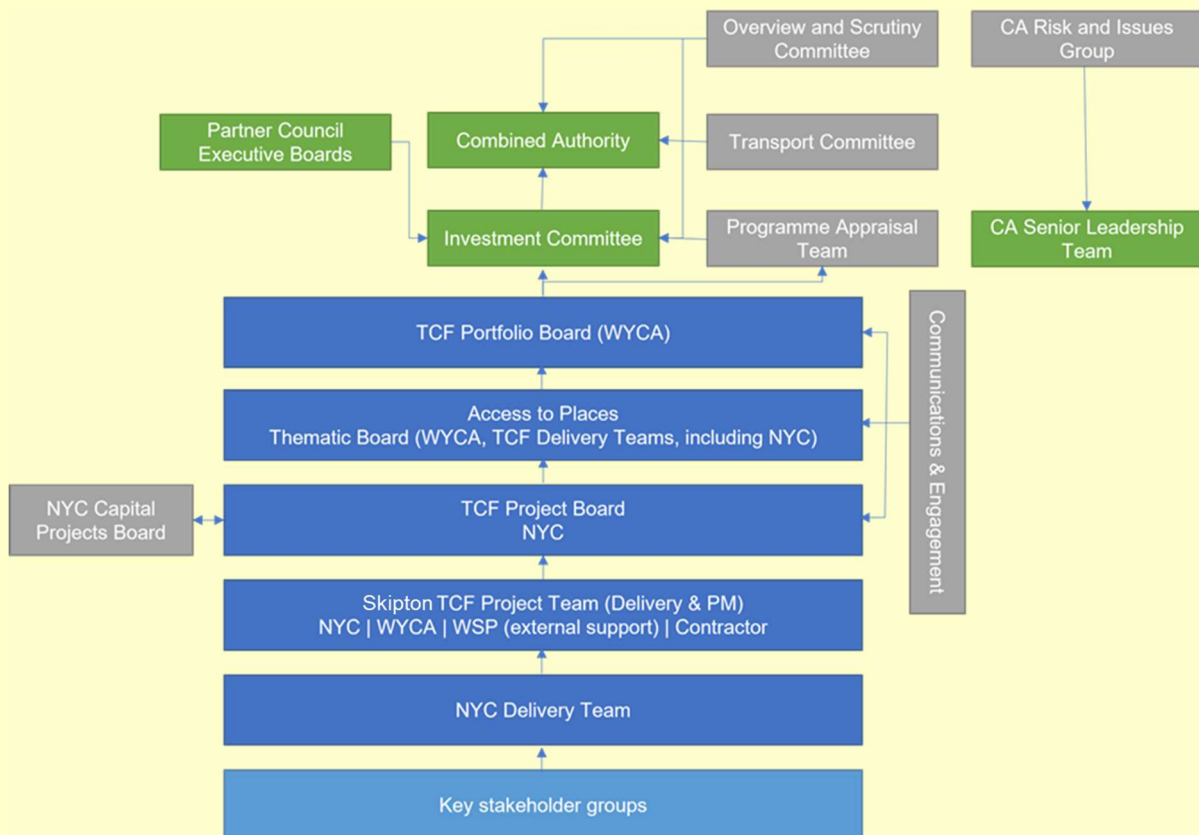
- Project Background, Objectives, Scope and Methodology;
- Assumptions, Dependencies and Constraints;
- Governance and Communications;
- Quality Plan;
- Project Plan; and
- Project Controls and Reporting.

6.1.2 Which organisations are involved in the delivery and management of this project?

Project Governance Structure

The project governance structure is set out in **Figure 6.3**. This identifies the organisations involved in the delivery and management of this project.

Figure 6.3 – Illustration of Project Governance Structure



Project Delivery Partners

As shown in the project governance structure above, the Project Team is comprised of representatives from NYC, WSP and Galliford & Try. The role of each delivery partner and their external support is summarised in **Table 6.5**.

It should be noted that the Skipton Railway Station Gateway TCF scheme was originally jointly promoted by North Yorkshire County Council (NYCC), the Highway Authority, and Craven District Council (CDC).

Since 1 April 2023 the county’s local government structure has been replaced with a new unitary council, “The North Yorkshire Council”. NYC is now the responsible organisation for the management and promotion of the TCF schemes in North Yorkshire: Selby, Skipton and Harrogate.

Table 6.5: Summary of Project Delivery Partner Roles

Organisation	Role in project delivery
West Yorkshire Combined Authority (WYCA)	WYCA is the lead partner manages delivery, budgets and outcomes at a TCF programme wide level.
North Yorkshire Council (NYC)	NYC is the scheme promotor managing the delivery of the project and its business case, are responsible for the detailed design process, procurement and management of construction contractors, and ensuring the outcomes are achieved at the project level.
WSP (external support)	<p>WSP is the supporting consultant and has been involved with the project since the initial concept stage. WSP supported with the scheme identification and selection, appraisal, as well as developing the feasibility, preliminary and detailed designs. WSP is the Principal Designer.</p> <p>WSP has experience and expertise in business case proposals, optioneering for cost benefit analysis, planning applications and detailed design for major infrastructure projects for central and local government clients.</p>
Galliford Try (Contractor)	<p>The appointment of Galliford Try as contractor for the ECI stage occurred in November 2021. The selection and procurement of the contractor is summarised in the Commercial Case.</p> <p>The Contractor is responsible for overseeing all aspects of the construction of the scheme in accordance with the approved plans. This includes, but not limited to, procurement of labour, materials and equipment and the programme of works. The two pronged procurement of GT was intended to facilitate early collaboration between NYC, designer and contractor to enhance project outcomes. The commencement of the Stage 1 ECI contract has meant that the contractor has provided input into design development, construction constraint intelligence, construction methodologies, materials selection, and identified cost-reduction opportunities during the design phase informing the FBC budget estimate. The Stage 2 contract’s inclusion of a pain/gain share option incentivises both client and contractor to manage project costs so that they remain within the project envelope.</p>

Network Rail (Station Freeholder)	Asset owner. As freeholder of the railway station and station car park, Network Rail has to consent to the Phase 2 proposals that affect its estate. Regular meetings are held to agree the project’s design and construction, and to obtain formal consent.
Northern Trains Limited (Station Leaseholder)	Train Operating Company and Station Facility Operator . Northern has to consent to the Phase 2 proposals that affect its leased area. Regular meetings are held to agree the project’s design and construction, and to obtain formal consent..
Canal and River Trust (canal freeholder)	CRT has landowner responsibility for the Leeds Liverpool Canal, including towpaths, footpaths and some bridges, including Gallows Bridge.

6.2 Scheme Programme

6.2.1 What is the anticipated scheme delivery timeframe?

A detailed programme for the delivery of the Phase 1 and Phase 2 are included in **Appendix AD**. Phase 1 is anticipated to be awarded on 1st July 2024, with a construction start date of 1st July 2024, running through to 8th May 2025. The Phase 2 programme is yet to be confirmed and is subject to securing match funding.

The scheme programme scopes and defines key project elements, allowing the project manager to ensure important milestones, key tasks on the critical path and any project dependencies/ constraints do not hinder the delivery of the scheme. The programme is subject to review by the project team, including the contractor, Principal Designer, Project Manager and NYC, to monitor and challenge the acceleration or delay of tasks within the overall programme.

The approach has previously been used to deliver WYCA schemes such as LPTIP and ensures that a robust and tested process has been used to develop a comprehensive, fully linked programme, which identifies critical path through to each key milestone of the project.

The programme is a live document that is proactively managed by the Project Management Team.

During the FBC stage, monthly meetings have been held between the project delivery and technical teams to review progress, update the programme and identify and programme risks, rising to more frequently where needed. During the construction period formal monthly meetings will be held, with additional weekly contract/project management meetings or site visits. Any significant programme issues will be reported to the Project Management Team and escalated to the NYC Project Board as required.

Table 6.6 sets out the key milestones and agreed decision points the project will go through.

Variances between OBC and FBC

Since submission of the OBC, programme milestones set out in the original programme have changed. The original estimated construction period was 10/06/2022 to 30/06/2023. The revised anticipated start date is 01/07/2024 with works continuing until 01/06/2025. This has resulted in a 23-month delay to project closure. Contractor involvement has informed this revised construction programme, based on previous experience in similar town centre locations and the constraints identified above. The lead-in

time – to place materials orders and complete utilities diversions – has also been informed by contractor involvement. There is suitable programme contingency built into this revised construction duration, and it also seeks to minimise local network delays and minimise disruption.

Table 6.6: Summary of Scheme Programme

Key Milestone	Skipton TCF Phase 1		Critical Path Item (Y / N)
	Forecast Start Date	Forecast End Date	
Detailed Design		Dec-23	Y
TROs	Dec-23	Feb-24	Y
Submission of FBC to WYCA		Dec-23	Y
Approval of FBC	Jan-24	Mar-24	Y
Submission of AtP Form to WYCA		May-24	Y
WYCA AtP Granted		Jun-24	Y
Contractor award and mobilisation	1-July-24		Y
Start on site	23-Sep-24		
Project Closure		06-Jun-25	

6.3 Delivery Constraints & Risk Management

6.3.1 What Delivery Constraints exist?

Table 6.7 summaries the key programme delivery constraints related to the scheme. Other constraints include:

- Planning permission – planning conditions need to be discharged
- Third-party landowner consents -
- Rail consents – final approval for the project design (Network Rail and Northern). Also, DfT’s Station Change approval. Northern and Network Rail will approve the detail of construction works and Northern will have a regular site monitoring role during the station car park construction.
- Canal & River Trust – design approval and work permits/monitoring compliance
- Traffic management – due to the constrained town centre environment phasing of traffic management has been carefully planned with Area Highways to minimise disruption where possible, without overly constraining programme.

Phase 1 and 2 can be delivered independently and are not dependent on the delivery of any external projects in order to proceed

Table 6.7: Key Delivery Constraints

Delivery Constraint	Scheme Position
Planning consents	<p>Phase 1</p> <p>Planning consent was required for Gallows Bridge:</p> <ul style="list-style-type: none"> • ZA23/25228/REG3 – Replacement of Gallows Bridge. Permission granted. <p>The decision notice contains several conditions that must be discharged either prior to, or at a set point in construction and can be accessed on the NYC Planning Portal.</p> <p>Phase 2</p> <p>Planning consent was required for the Railway Station car park and Black Walk, :</p> <ul style="list-style-type: none"> • 2022/24304/FUL – reconfiguration of Skipton Railway Station car park and resurfacing of Black Walk. Permission granted.. <p>The decision notice contains several conditions that must be discharged either prior to, or at a set point in construction and can be accessed on the NYC Planning Portal.</p>
Land Acquisition	Not required.
Third Party Agreements	Consents will be required for those areas outside council ownership: Network Rail, Northern Trains, Morrisons, Tesco, Canal and River Trust, and Craven Cattle Marts.
Compulsory Purchase Orders	Not required.
Public consultation	Two rounds of public consultation have been undertaken. Full details are provided in Section 2.1.6 of the Strategic Case.
Public Inquiry	Not required.
Traffic Regulation Orders	TROs consultation has been undertaken, legal processes have commenced. TROs have been advertised and comments received. This process will continue to be progressed.
Transport and Works Act	Not required.
Public sector match funding	£200k from NYC – A s151 Letter is contained in Appendix AA . [Originally separate contributions from the then NYCC and CDC, now combined into one contribution.]

Private sector match funding	None
Procurement contracts	A Contractor (Galliford Try) has been appointed, subject to approval by WYCA.

6.3.2 What approach is being adopted towards risk management?

Risk Management Strategy

Risk management is a continual process involving the identification and assessment of risks and the implementation of actions to mitigate the likelihood of them occurring and impact if they did. For this project, the NYC Project Board oversees risk management chaired by the SRO and supported by the Economic & Regeneration Manager.

Risks are continually monitored and the TCF Programme Manager will report will very high risks requiring management intervention to the Thematic Board.

The board meets monthly and is attended by Project Managers from the Scheme Promoter and Delivery Partner teams who are developing the scheme and who provide highlight reports outlining progress, key risks/issues and financial forecasting on the project.

Through the FBC stage risk reduction and value engineering activities has continued to support the delivery of the scheme.

Risk Management Process

Risk management is seen as a key process underpinning good scheme governance and achievement of scheme objectives in a cost-effective manner.

An updated QCRA risk register containing Client project risks has been developed (**Appendix K**), with inputs and review from highway and structural engineering, geotechnical, planning, transport planning, quantity surveyors, and environmental disciplines, and contractor. This is managed by NYC's Project Manager.

Project risks are reviewed on a monthly basis, with each risk assessed in terms of its impact on cost, time and quality, and probability.

Risks captured in the risk register are categorised by the following:

- Communication / stakeholder management;
- Environmental;
- Project Management;
- Financial;
- Competitive;
- Regulatory / Statutory; and
- Service Delivery / Service User Risk.

All risks identified in the Risk Register have an owner identified. High residual impact risks are reported to the NYC Projects Board, and WYCA Thematic or Portfolio Boards as necessary. Required mitigation measures are discussed at the appropriate level and actioned by the NYC PM as appropriate.

As the project is approaching delivery, client risks have been established and are allocated to NYC and the identified construction risks will be transferred to Galliford Try.

Risks will be managed throughout the entire process through the following measures:

- Regular review and update of Risk Register;
- Experienced team in delivering road works, with knowledge of recent costs and comparative benchmarks; and
- NEC contract management from the team, with a dedicated Contract Manager used to working with Target Costs.

The key risks are listed below in **Table 6.8 of Section 6.3.3**. Risks have been allocated between contractor and client (NYC). The QCRA only includes client risks, with a separate contractor risk register and risk allocation within the contract price.

Quality Statements relating to Relevant Policies and Guidance

Compliance with Network Rail / Rail Industry

Phase Phase 2 requires Station Change approval (DfT) and Landlords Consent (Network Rail with Northern involvement). This will follow the relevant process when Phase 2 is progressed. and is following the Project Acceleration in a Controlled Environment (PACE) process.

Green Streets Strategy

To support and enhance the scheme design a Green Streets Strategy (GSS) was developed as part of the OBC. The GSS highlighted the opportunities for public realm and green infrastructure. The Strategy is underpinned by the Green Streets Principles developed by WYCA to ensure the proposals achieve multiple benefits and a high-quality design outcome.

The GSS provide additional the background information which has been focused around the Green Streets Principles and how they can be applied to the context of Skipton Station Gateway to benefit placemaking for pedestrians and public transport users. The GSS been guided by input of the Project Team and relevant stakeholders to ensure the scheme is suitable and robust within the context of the requirements for the town and the funding available, whilst also enabling a 'transformative' and high-quality design. The full GSS is presented in **Appendix C**. The philosophy has been retained through detailed design.

Carbon Mitigation

An assessment to quantify the likely Greenhouse Gas Emissions impact has been updated as part of the progression from OBC to FBC. This includes completion of WYCA's new Carbon Zero Appraisal Framework, which comprises a compilation of tools and methods used to support the appraisal of climate change impacts of transport development.

The framework provides an additional and wider ranging scope and method for determining carbon and resilience impacts. Compared to traditional, adopted TAG methods, the Carbon Zero tool provides a more accurate reflection of the whole-life impact of the scheme on greenhouse gas emissions (referred to as carbon) and considers resilience of the scheme to changing climate conditions. In doing so this is intended to provide decision-makers with a fuller understanding of how the scheme influences the climate emergency and net-zero targets. The completed WYCA proforma is presented in **Appendix F** and the impacts and outcomes discussed in the Strategic Case.

Equality Impact Assessment

As part of the progression from OBC to FBC, an updated Equality Impact Assessment has been undertaken (see **Appendix X**). Consideration has been given to the potential for any

adverse equality impacts arising from the Skipton TCF. It is the view of NYC that the project would not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010, and indeed ought to improve for some people. The scheme will enhance accessibility for people with disabilities by improving surfaces, reducing obstacles and reducing conflicts with other road users.

6.3.3 What are the Scheme Headline Risks

The Phase 1 headline risks are presented in Table 6.8. The headline risks in Table 6.8 are made up of the top three headline risks from the contractor and the top three headline risks from the QCRA. The full scheme Risk Register's is presented in **Appendix J**.

Table 6.8: Scheme Headline Risks

Risk Type	Risk Description	Mitigation	Current Risk Rating	Mitigated Risk Rating
Safety Security	Utilities: unexpected buried services and utilities could be encountered.	<ol style="list-style-type: none"> 1. C3's are to be repeated. 2. Trial Holes to be undertaken verify GPRS. 	12	6
Project	Canal: works are delayed or amended.	<ol style="list-style-type: none"> 1. Continued engagement with CRT for final approval of bridge design. 2. Contractor applies for licences/books works as early as possible. 	9	6
Project Management	Ecological: protected species are impacted. Protected species, including nesting birds delay construction.	<ol style="list-style-type: none"> 1. Contractor to follow written method of works (including planning conditions) written to inform construction. Tree removal to take place outside bird nesting period. 2. Watervole survey to be repeated to determine any changes - ? 3. Precautionary Method of Works Written with regard to Nesting Birds to be written. 4. Consider advanced clearance outside bird nesting season. 	-	1
Construction	Existing bridge walls unstable during works requiring stabilisation	-	-	72

Construction	Unforeseen Ground Conditions	-	-	64
Construction	Material Procurements – delays due to material availability and meeting required timescales.	Materials to be ordered in advance prior to works commence, alternative supplier may be required.	-	64

6.3.4 Has a Quantified Risk Assessment been carried out?

TAG Unit A1.2 requires all project related risks, which may impact on the scheme costs, to be identified and quantified in a Quantified Risk Assessment (QRA) to produce a risk-adjusted cost estimate.

The outcome of the QRA process is the prediction of an ‘expected’ risk value which provides confidence levels of the risk outcomes, factoring in the various probabilities of these risks materialising. This effectively informs the ‘risk adjusted cost estimate’. The risk assessment has been undertaken using the following process:

- Risk identification;
- Risk quantification;
- Assessing the impacts of risk;
- Assessing the likelihood of risk; and
- Managing risk.

Each risk has been evaluated in terms of the cost outcomes of the risk. Whilst DfT recommends the use of empirical evidence to estimate a range of cost outcomes, it is noted that ‘common sense approximations’ should be used when such empirical data is not available, rather than aiming for unrealistic levels of accuracy. The estimates have been derived following input from each discipline specialist working alongside the Quantity Surveyor and risk management team, to ensure estimates of cost and probability, are complete and accurate, and consistent with the basis of the base cost estimate.

As part of the progression from OBC to FBC, an updated Quantified Risk Assessment (QRA) has been completed by the design team and is attached as **Appendix K**.

The QRA indicates that the preferred scheme has an associated Risk value of £98k (P80, pre-mitigation). It is understood that the QRA amount will not be held by the Combined Authority and therefore will be included in the funding ‘ask’ and subsequently detailed in the funding agreement between the Combined Authority and the Promoter. It is acknowledged that it will be the responsibility of the Promoter to manage the QRA including updating the status through quarterly claims.

6.4 Communications and Stakeholder Management

6.4.1 Does the Project have a Communications Strategy?

Communications Plan

A scheme specific Communications Plan has been developed and this is presented in **Appendix AE**.

The main aim of the Communications Plan is to ensure that stakeholders and members of the general public are kept informed throughout the project. This ranges from keeping key stakeholders updated with critical information, essential to the successful delivery of the scheme to providing information to the general public.

Engagement with Key Stakeholders

As set out in the Strategic Case the project has included a comprehensive level of engagement and consultation, including two public consultation exercises (February-March and October-November 2021) to understand levels of support. This feedback has informed scheme's design. These are summarised in **Table 6.9** of the Management Case and in greater detail in **Section 2.16** of the Strategic Case.

Table 6.9: Summary of Stakeholder Engagement Events

Date	Theme	Stakeholder Attendees
25/09/2020	Green Streets Workshop	CDC <ul style="list-style-type: none"> - Economic Development & Regeneration - Skipton Heritage Action Zone Programme Manager NYCC <ul style="list-style-type: none"> - Sustainable Travel - Transport Planning - Highways Area Skipton Triangle Project Team <ul style="list-style-type: none"> - Allies and Morrison - RAEC - Buro Happold
10/06/2020 10/07/2020 02/10/2020 06/11/2020 08/12/2020 15/01/2021 01/03/2021	Station Gateway Governance	Network Rail Northern
20/10/2021	Station Gateway Workshop	Northern
18/11/2020	Station Gateway Workshop	Northern
10/09/2020 06/10/2020 03/11/2020 01/12/2020 05/01/2021	Station Gateway and Broughton Road Meetings	North Yorkshire Fire and Rescue (NYF&R)
10/09/2020	Gallows Bridge and Railway Station to Auction Mart	Canal & River Trust (CRT)
05/01/2021	Gallows Bridge and Railway Station to Auction Mart	Canal & River Trust (CRT)
06/01/2021	Members Briefing	Craven District Council Members North Yorkshire County Council Members
07/01/2021	Taxi Rank Relocation	CDC Taxi Licensing
17/02/2021	Taxi Rank Relocation	██████████ Taxis
12/11/2020	Black Walk and Site Access Reconfiguration	Morrisons ██████████

08/01/2021	Black Walk and Site Access Reconfiguration	Tesco
22/01/2021	Belle Vue Residents Meeting	Belle Vue Residents
23/01/2021	Carleton Street Residents Meeting	Carleton Street Residents
24/02/2021	Design Feedback	West Yorkshire Combined Authority (Urban Design Manager and Active Travel Policy Officer)
02/03/2021	Open Session 1	Public
11/03/2021	Open Session 2	Public
29/03/2021 April 2021 onwards	Station Gateway Governance	Network Rail Northern Regular and ongoing discussions have been held with Network Rail, Northern, CRT, Morrisons, Members, and officers throughout detailed design.

6.5 Benefits Realisation

6.5.1 Benefits Realisation Plan

The tracking of scheme outputs and outcomes is key to understand the success of the intervention. The realisation of benefits is intrinsically linked to the Monitoring and Evaluation Plan. The project Logic Map is included in **Appendix E** and details how the scheme addresses local transport problems through the expected inputs, outputs, outcomes and wider impacts.

WYCA's new Benefits Realisation Plan (BRP) proforma has been completed and is included in **Appendix AF** which reflects the anticipated outputs and outcomes identified in the logic map. It also includes a summary of key Benefits Profiles.

The BRP has been developed by the Project Team reflecting the key outcomes and outputs being delivered and ensures key ownership of each deliverable within the plan. The Benefit Realisation Plan will provide WYCA assurance that:

- NYC are committed to the identified benefits and their realisation;
- The benefits process will be actively managed;
- The benefits will be tracked and effectively resourced; and
- That accountabilities for those responsible for each benefit to be monitored are identified.

This links to the Monitoring and Evaluation Plan (M&E Plan) for the scheme, which is detailed in the next section.

6.5.2 Is there a Monitoring and Evaluation Plan?

The Skipton TCF Monitoring and Evaluation Plan has been updated to support this FBC and addresses the new changes in WYCA's M&E framework. The M&E plan is provided in **Appendix AG**.

Monitoring and evaluation is required by WYCA to demonstrate that funding provided from the TCF fund represents value for money to the taxpayer, and that the assessed benefits will be monitored and evaluated, and appropriate additional action/s can be undertaken.

Monitoring and evaluation is required by WYCA and the DfT to demonstrate that funding provided from the TCF fund represents value for money to the taxpayer, and that the assessed

outputs and outcomes will be monitored and evaluated, and appropriate additional action/s can be undertaken.

The M&E Plan, has been drafted to measure, monitor, and evaluate the scheme objectives and outputs set out in **Section 1.1**.

It outlines the data collection process, the plan for pre-construction and future monitoring and evaluation, as well as confirming the monitoring and evaluation responsibilities. Project specific outputs and outcomes will be monitored and evaluated locally by NYC, who will issue results to WYCA who will be reporting programme outcomes and impact back to the DfT.

The plan has been developed to be proportionate, in line with the DfT and Magenta Book guidance for a scheme of this size.

An indicative budget for undertaking M&E of £50,000 has included in the outturn project costs for Phase 1. This will be refined once survey quotes are received from the market, closer to the construction site on site date (est. April 2024).

The M&E will be managed throughout the project by the NYC Project Manager.

6.6 Change Management

6.6.1 How will changes be managed

The NYC Project Manager is responsible for managing the change control process. A robust change management structure has been put in place for the project and is subject to the following considerations:

- Change requests can be raised by any stakeholder of the project and will be assessed by the NYC Project Manager before referral to the project board. NYC has a standard change request template, which has used for the project;
- If the change falls within the project board delegations and tolerances, then the change will be dealt with there and reported to Thematic Board as occurring;
- If the change exceeds delegations and tolerances, then it will be referred to the Thematic Board with a recommendation. Additional internal NYC approvals may also be required. If the Thematic Board sanctions the change, then a change request will be submitted through the PMO process; and
- The change control process has and will continue to be actively managed so that any escalation required is undertaken in a timely manner and to limit impact on delivery timescales.

As part of the detailed design and target cost management, a Contingency Plan / Change Management Plan will be developed at Stage 2 NEC contract award.