

<b>Annex A:</b> <b>West Yorkshire Mayoral Combined Authority -</b> <b>£830m City Region Sustainable Transport</b> <b>Settlement</b>
<b>Name of Scheme</b>
West Bradford - Cycle Superhighway Extension
Bradford Interchange Station Access
Bradford City Centre Cycling and Walking Improvements
South Bradford Park & Ride and Bus Expressway
West Halifax Improved Streets for People
North Halifax Improved Streets for People
Elland Rail Station Walking and Cycling Access
Heckmondwike Bus Hub
Dewsbury - Cleckheaton Bus, cycling and walking corridor
Dewsbury - Batley - Chidswell Bus, cycling and walking corridor

Dewsbury Town Centre Walking & Cycling Improvements
Huddersfield Rail Station walking and cycling connections
A64 Bus, Cycle and Walking Improvements and bus P&R
Leeds Station - Sustainable Travel Gateway
Leeds City Centre Cycle Improvements
Leeds Public E- Bike Cycle Share
Wakefield City Centre Bus, Cycle and Walking Improvements
A61 Bus, Cycle and Walking Improvements
A639 Bus, Cycle and Walking Improvements
Halifax Bus Station
White Rose Station

Dewsbury Bus Station
Huddersfield Bus Station
Public transport Network Navigation
Castleford Wheldon Road Pedestrian and Cycle Bridge
Sustainable Transport - Leeds Healthier Streets
Wakefield Road, Bradford transformational bus priority and cycle corridor
Calderdale Bus hotspots and priority incl. bus lane camera enforcement
North-East Calderdale Bus Priority and Cycle corridor – phase 1
A62 – A644 Bus priority corridors- Huddersfield – Cooper Bridge – Ravensthorpe – Dewsbury
Beckett Street, Leeds – transformational bus priority scheme

Leeds City Centre Bus Priority
Bus Priority Active Travel Cycle Loops
A639 Park Road, Pontefract – on and off highways improvements
Heath Common to Knottingley Bus Priority
Horbury to Wakefield / Ossett to Wakefield bus priority
West Yorkshire Rail Accessibility Package - Small Scale Station Improvements
West Yorkshire Rail Accessibility Package - Large Scale Station Improvements
Regional Decarbonisation Pilot - Kirklees Innovative EV Programme
Kirklees district wide speed limit review

CoSa
Integrated ticketing and Payment
Car club network electrification
Integration - Mobility Hubs Ph2
Community Transport Vehicle renewal and upgrade to electric vehicles
Integrated Information
Demand Responsive Travel
Highways Safer Roads programme
Steeton and Silsden cycling and walking Improvements
West Yorkshire EV Charging and Local Place/ Neighbourhood Package

Dalton Deighton Active Travel Route
A660 Lawnswood Roundabout
Zero Emission Buses
Leeds Station - Platform 13/17 extension - allowing longer trains and better rail services to the Five Towns/Wakefield district
Highways Asset Management and Enhancement
Highways Network Management and Enhancement
Bradford Interchange Resurfacing Works Project
Bus shelter refurbishment and renewal
Bus Infrastructure Works Hotspots
Highway works
Bus Station refurbishment- additional priorities
Off Highway walking and cycling routes

Kings Road sustainable travel corridor improvements
Woodhouse Lane Gateway
South Wakefield Bus Package
North Wakefield Bus Package
Bradford Bus Hotspots
Elland Road South/Churwell Hill
Thirsk Row/King Street- bus gate/access road
Mass transit development and delivery*

West Yorkshire Combined Authority's delivery plan incorporates a proportion of overprogramming, additional to their agreed settlement. WYCA has flexibility to manage their programme in line with the approach to change control, but is responsible for sourcing any additional funding required to deliver the agreed schemes.

### **Description**

Delivering a direct, segregated cycle route to provide cyclists with a safe, secure space to travel easily and conveniently between Bradford city centre and areas to the west of the city.

Improving Bradford Interchange and access to it, including a new station approach and entrance for pedestrians giving a direct, safe and legible route from the civic quarter and City Park through to the interchange.

Removing through traffic from key civic areas, create corridors for cycling and walking including the introduction of new green spaces. Create a new bus priority corridor around Bradford city centre for more efficient movement of buses, with new bus hubs serving key locations in the

Deliver a high-quality, high frequency dedicated bus service between Bradford city centre and the M606 motorway, via Manchester Road by providing a bus expressway. This scheme will be complemented by introducing segregated cycle routes, new bus hub locations, bus priority measures and linking to a park and ride site.

Provide improvements for walking and cycling in West Halifax, one of the most deprived wards in Calderdale and create safer connections to Halifax town centre for those walking and cycling providing new cycle routes and footpaths, crossing facilities, changes to parking and measures to address inappropriate speeds.

Create a new cycleway from North Halifax to Halifax town centre, improve pavements and crossing points for walking and cycling and improve street lighting.

Improve walking and cycling routes to the proposed new Elland railway station, this includes two new pedestrian/cycle bridges across the River Calder/Calder Hebble Navigation/West Vale., providing connections to existing cycleways and future development areas to help connect the Town Centre/station with the wider housing and employment catchment.

A new bus station facility in the centre of Heckmondwike, increasing bus capacity, improving passenger waiting facilities, including new toilet facilities and better bus information along with improved access arrangements to the station for buses, reducing journey times, boarding arrangements and measures to improve associated bus movements and journey times within the town.

New bus priority measures, new/widened footways and crossings along the length of the A638 corridor, from the outskirts of Dewsbury town centre, through Heckmondwike and Cleckheaton, to Chain Bar roundabout on the M62. The scheme will also deliver sections of new segregated cycle route between Cleckheaton and Heckmondwike.

Provide a series of bus, cycle and footway improvements along routes between Dewsbury, Batley and Chidswell. These include new cycle links, widened footways, new crossing points, bus priority at junctions and enhanced waiting facilities and bus information at stops.



Improve the provision and safety of walking and cycling in and to/from Dewsbury town centre through the delivery of new and upgraded footways, crossing facilities, cycle routes and improved connectivity between the rail/bus stations and reduce severance of residential areas on the periphery of the town.

Deliver more attractive and safer walking and cycling routes on key approaches to Huddersfield town centre and to its key rail and bus sites, education sites and across the ring road to reduce segregation from using more sustainable modes of transport.

Improve bus journey times through creation of bus priority measures along the A64 and provide enhancements to existing cycle infrastructure, with additional connections to the existing cycle superhighway. The scheme will also link to a future park and ride site to provide more attractive bus journeys.

Create a multi-modal gateway at Leeds Rail Station, including pedestrian priority areas, improved accessibility to the station, create step-free access for passengers, installation of segregated cycle lanes and widened footways, enhanced lighting within these areas and the provision of a 700 space cycle hub and infrastructure for e-bikes.

Consolidating and fully connecting cycle infrastructure in Leeds city centre, creating a fully segregated cycle network across the city.

Provide and maintain a network of electric bikes for hire by the public within the centre of Leeds, this will complement a range of current and future cycling initiatives and infrastructure, enabling people to make journeys by bike across the city, whatever their ability.

Remove elements of through traffic from parts of Wakefield city centre and provide walking and segregated cycle links from/to key locations as well as links to wider cycle provision outside of the city. New bus priority measures around the bus station will also improve bus journey times and reliability.

Enhanced bus priority and new, targeted, high quality cycle infrastructure. New and improved crossings for pedestrians and cyclists at key locations. New bus lanes / priority at locations in Leeds and Wakefield to improve bus journey times.

New bus priority at signalised junctions to improve bus journey times alongside new or improved, targeted, high quality cycle infrastructure. The scheme will also deliver new and improved crossings for pedestrians and cyclists at key locations to improve access to bus stops and existing /new cycle routes.

Deliver a modern, fit for purpose bus station, creates a public transport gateway into the town centre, a key place of interchange for bus services, and includes a fully enclosed and level concourse facility , cycle parking and improved access for pedestrians.

Deliver a new train station which aims to provide enhanced connectivity for local people and businesses to Leeds, as well as providing improved access to Dewsbury, Huddersfield and improving accessibility to the existing White Rose site, a key employment, retail and educational hub.

Transform Dewsbury Bus Station, improving both operational and passenger facilities, including improvements to bus flow, pedestrian access, passenger concourse and waiting areas, journey information and facilities for customers. This will significantly improve passenger experience and support the drive to encourage increased bus travel in the town.

Transform Huddersfield Bus Station, improve both operational and passenger facilities, including improvements to bus flow, pedestrian access, waiting areas, journey information and facilities for customers as well as a new cycle hub. This will significantly improve passenger experience and encourage increased bus travel into the town.

Making it easier for bus passengers to navigate the bus network by improving legibility and improving accessibility expanding the existing Leeds Network Navigation project across the core bus network in West Yorkshire, through real-time information, bus stop information, access improvements, and journey/route planning tools.

New bridge for cyclists and pedestrians, to address safety issues on existing road bridge that has no provision. Links to wider Castleford growth corridor scheme that provides new cycle lanes, pedestrian facilities to the north of the town centre.

Delivering safer streets across Leeds district through reducing through traffic and modal filters supporting mode shift from car and reduced carbon emissions. Package of measures to deliver walking and cycling improvements, through active travel neighbourhoods, school streets, improved cycle parking, District Centre enhancements and traffic signal upgrades to give greater priority for pedestrians and cyclists.

Provision of high quality segregated bus corridor with bi-directional cycle lane from Dudley Hill roundabout to Bradford city centre. The scheme will act as a continuation of the Tong Street MRN project in terms of enhancing sustainable transport connectivity.

A package of interventions to improve bus journey times and reliability, including camera enforcement of bus lanes along main bus corridors and bus gates within Halifax and other district centres alongside other potential measures e.g., traffic regulation measures particularly focusing on pinch points on popular routes.

Development and initial delivery of a major scheme to improve bus and active travel in north east Calderdale, reducing the impact of through traffic on local communities. The scheme enables development work on the major scheme as well as delivering bus priority between Halifax and Stump Cross. Delivery will be for the construction of the bus priority element.

Bus infrastructure enhancements to improve bus journey times and reliability, along two main corridors within Kirklees, A62 Leeds Road / A644 Huddersfield Road. This project sits alongside several transport schemes already in progression in order to provide continuity and additionality to provide sustainable transport enhancements over a wider area.

Planned improvements located over two sections of carriageway north and south of the junction with Lincoln Green Road to accommodate a new section of bus lane outbound. The northern section is to be widened to accommodate new bus lanes both outbound and inbound. A bi-directional segregated cycleway will be built and improved bus stop facilities and an improved pedestrian environment will also be part of this key scheme.

A package of measures that builds on the success of Leeds city centres schemes being delivered through other funding programmes to enhance the sustainable transport offer in Leeds city centre by re-allocating existing carriageway to more sustainable modes, in accordance with LTN 1/20 and the National Bus Strategy.

Package of schemes that builds on the success of city centres schemes being delivered through other funding programmes (TCF, LP TIP, and the Transport Fund) to enhance the sustainable transport offer in the core city centre by re-allocating existing carriageway to more sustainable modes, in accordance with LTN 1/20 and the National Bus Strategy.

Enhanced bus priority and new, targeted, high quality cycle infrastructure. New and improved crossings for pedestrians and cyclists at key locations. New bus lanes / priority at locations in Leeds and Wakefield to improve bus journey times.

This scheme aims to improve public transport offer along the ~22km route between Wakefield and Knottingley, linking key conurbations such as Pontefract and Featherstone along the way. Detailed options will be considered at a later stage but will include infrastructure changes that prioritise bus travel along the route, improve accessibility for public transport users, and ultimately encourage modal shift for the journeys that use this link. At its core, this scheme aims to improve transport options for residents of all backgrounds and income brackets and provide a more sustainable link for the Five Towns and Wakefield.

This scheme will focus on bus infrastructure enhancements to improve bus journey times and reliability along the corridors, which will contribute to improved air quality in the surrounding areas. The scheme will identify bus enhancements along the corridors and also identify opportunities for improvements to cycling and pedestrian infrastructure where appropriate. Especially concerning accessibility to bus stops to facilitate the integration of active travel and public transport journeys.

Improve the accessibility and inclusivity of West Yorkshire rail stations, reducing the barriers to travel and improving passengers' travel experience especially for those with disabilities and other disadvantaged groups. Contribute towards making a fully accessible transport system

Improve the accessibility and inclusivity of West Yorkshire rail stations through targeted improvements to improve the user experience of persons with restricted mobility, reducing the barriers to travel especially those with mobility impairments and other disadvantaged groups. Contribute towards making a fully accessible transport system

Developing Kirklees as a national demonstrator for larger scale Electric Vehicle Charging deployment, including the provision of charging on residential streets without impinging on the walking or cycling experience. This package includes a "try before you buy" Electric Vehicle scheme and delivery of on-street charging points.

The scheme will lower speed limits where appropriate to 20mph in built up areas and 40mph and 50mph on some busy rural routes, improving safety, reducing pollution and carbon emissions, on roads where traffic speeds are dangerous and reduce the ability of the network to support walking, cycling or accommodate bus.

<p>The project will procure the systems/software that will replace the functionality currently provided by the Combined Services and Assets system to enable the Combined Authority to meet its statutory obligation in the provision of public transport information and network management. The project also includes the selection of an implementation partner to lead on gathering requirements, analysis of potential solutions, and creation of procurement documentations of any off-the-shelf solutions.</p>
<p>A range of initiatives, complemented with BSIP revenue funding, that support improved ticketing and information including:</p>
<p>Electrification of the existing car club network within West Yorkshire. This will include delivery of EV charge points, replacement of some existing charging infrastructure that is no longer fit for purpose and creation of a fund for operators to bid into in order to gap fund EV car club vehicles. Delivery of the charge points will be aligned with the mobility hubs and wider EV charge point delivery programme in West Yorkshire.</p>
<p>Delivery of mobility hubs in locations across West Yorkshire. These hubs will increase local transport accessibility by providing access to demand responsive transport services, shared bikes, car club and EV charging facilities to complement existing public transport networks. Facilities delivered at the hubs include – cycle parking, cycle hire, EV charging points, passenger information and improved waiting facilities.</p>
<p>Access Bus community transport vehicle fleet replacement and upgrade to electric vehicles.</p>
<p>A range of initiatives that support improved ticketing and information including:</p> <ul style="list-style-type: none"> <li>• Installation of tap-out card readers and electronic ticketing machines (to enable pay-asyou-go capping)</li> <li>• Retrofitting of vehicles with onboard audiovisual information technology</li> <li>• Further development of the MCard mobile app</li> <li>• Enhanced disruption messaging</li> <li>• Information accessibility enhancements</li> </ul>
<p>Delivery of demand responsive bus schemes across West Yorkshire. Based on the lessons learned from the East Leeds Flexibus scheme DRT schemes will be developed to address specific areas of need where public transport access is currently poor.</p>
<p>CoSA enables WYCA to create and manage bus routes and on-street assets and receive data from several sources including bus service registrations, including by electronic means; Operator; Contractor; Pupil; Parent and School information.</p>
<p>An active travel corridor including a pedestrian and cycle bridge over the A629 dual carriageway reducing the severance between two communities, provide protected cycleways and wider footways connecting to the bridge creating a safe and attractive route between the</p>
<p>Improvements within local neighbourhoods to create safer, more economically active local areas and high streets. Delivering improvements to walking and cycling provision alongside other potential measures improvements such as electric vehicle charging points, bus gates, car club spaces, cycle parking, sustainable urban drainage and the creation of informal/formal mobility hubs.</p>

Quality, off-road walking and cycling route, complementing future on-road infrastructure by improving access to settlements and new development by active modes. Benefits include less congestion, reduced journey times, improved air quality, improved safety, reduced noise, and better social and economic outcomes in local communities.
Bus priority and cycle provision along key corridor in north Leeds, providing bus priority and segregated cycle provision on the corridor, including improvements to Lawnswood roundabout to address cycling safety issues
Introducing Zero Emission Buses and related infrastructure, building on current zero emission bus programmes to help achieve our targets in the Bus Service Improvement Plan to raise the total proportion of the fleet to 50% by 2030
Extension of platform 17 to improve capacity by facilitating longer trains, plus changes to platform access from the overbridge to allieviate crowding issues.
The programme will implement renewal and improvement of highway assets, including roads, structures, cycleways, footways, lighting and drainage across West Yorkshire. Asset enhancement will also benefit sustainable modes of travel by introducing elements of bus, cycle and walking improvements into traditional asset renewal projects.
The programme will replace out-of-date and high-risk signal infrastructure as well as introduce modern network management systems that allow opportunities for detection and priority of pedestrians, cyclists and buses at junctions, including smart traffic control that can automatically respond to congestion and air quality information.
Re-waterproofing of the concrete deck, plus resurfacing of the carriageway. Includes any repairs to the surface of the concrete deck as required
Shelter refurbishment, renewal and improvement package, delivering renewal of life expired shelters and new features and facilities to create greener and more innovative shelters. These could include intelligent shelters, phone charging, Real Time I information screens, advertising, and solar panels
The scheme will deliver improvements at bus stations and stops to make public transport more accessible to everyone, developing solutions through engagement with disabled people. It will also deliver an Invest to Save programme to reduce consumption and waste, leading to carbon reductions across the public transport estate. Phase 1 of this project is currently underway , CRSTS will fund Phase 2.
The scheme will deliver improvements at bus stations and stops to make public transport more accessible to everyone, developing solutions through engagement with disabled people. It will also deliver an Invest to Save programme to reduce consumption and waste, leading to carbon reductions across the public transport estate.
Improvements to bus stations across the region to improve customer experience and make bus journeys a more attractive and competitive option
Improvements to the Public Rights of Way Network to support active travel and place improvements within the CRSTS programme, delivering measures to support accessible, active travel modes and links to public transport facilities on existing rights of way and cycle

Provision of a segregated cycle lane on both sides of Kings Road . A bus priority corridor including combination of bus lanes, bus gates and bus priority features. Delivery of a high quality walking and cycling corridor with associated public realm improvements

Addressing bus delay through improvements in Leeds city centre up to the Inner Ring Road. From there, the scheme will remove general traffic from Blenheim Terrace in both directions, creating a bus, cycle and walking only environment, facilitated through the provision of bus gates and complementing the proposed A660 protected cycle lane.

Targeted bus priority at key locations in Wakefield district. This is expected to include new bus lanes and priority provision at junctions along the bus corridor to improve bus journey times.

This scheme will focus on bus infrastructure enhancements to improve bus journey times and reliability along the corridors, which will contribute to improved air quality in the surrounding areas. Since more than 91% of transport emissions in the UK originate from road transport, 78% of which are from private vehicles, enabling more journeys by active and public transport will be integral to achieving our ambition to tackle the climate emergency. Whilst the main objective of the scheme is to identify bus enhancements along the corridors, the scheme will also identify opportunities for improvements to cycling and pedestrian infrastructure where appropriate. Especially concerning accessibility to bus stops to facilitate the integration of active travel and public transport journeys.

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Project involves a range of interventions to reduce congestion on Bradfords bus network by reducing delays to customer journeys, removing overall congestion from busy roads such as Leeds Road gyratory and improving road safety with the aim to promote a move towards sustainable transport.

Enable an existing one-way street to be two-way for buses along with a new bus gate enabling buses to avoid unnecessary and highly congested movement in the city centre. It will also enable a wider footway and an extension of the existing bi-directional cycle track.

Development and initial delivery of a new form of public transport system for West Yorkshire, to increase capacity and provide an alternative to car travel for the region, linked to bus, rail, cycling and walking networks across the region as part of an integrated transport system.

*Scheme retained by DfT and subject to business case approval by HMG			
<b>Location</b>	<b>Contractually Committed Date</b>	<b>Start of project delivery</b>	<b>Completion date</b>
Bradford	Dec-23	Apr-24	Aug-25
Bradford	May-24	Sep-24	Sep-25
Bradford	May-23	Jul-23	Apr-25
Bradford	Nov-25	Dec-25	Aug-26
Halifax	Nov-25	Jan-26	Jan-27
Halifax	Jul-25	Aug-25	Oct-26
Elland	Dec-25	Feb-26	Jun-27
Heckmondwike,	May-24	Jan-25	Jan-26
Dewsbury/Cleckheaton	Mar-25	Sep-25	Sep-26
Dewsbury/Batley/Cleckheaton	Nov-25	Dec-25	Dec-26

Dewsbury	Dec-25	Jan-26	Mar-27
Huddersfield	Jul-25	Jul-25	Dec-26
Leeds	Nov-25	Dec-25	May-26
Leeds	Dec-22	Jul-23	Feb-26
Leeds	Jul-22	Jul-22	Dec-25
Leeds	May-23	Aug-23	Mar-26
Wakefield	Nov-27	Nov-27	Oct-28
Leeds and Wakefield	Mar-26	Mar-26	Mar-27
Pontefract	Mar-26	Mar-26	Mar-27
Halifax	Sep-21	Sep-21	Dec-24
Leeds	Jan-22	Mar-22	Oct-25



Dewsbury	Dec-24	Jan-25	Jun-27
Huddersfield	Jan-26	Apr-26	Feb-28
West Yorkshire-wide	Feb-24	Feb-24	Mar-27
Castleford	Dec-25	Feb-26	Nov-26
Leeds District	Mar-26	May-26	Mar-27
Bradford	Jun-26	Jul-26	Mar-27
Calderdale District	Sep-25	Oct-25	Jan-26
Halifax and NE Calderdale	Jun-26	Aug-26	Feb-27
Cooper Bridge/Mirfield	N/A	N/A	N/A
Leeds	May-26	Jun-26	Oct-27

Leeds	May-23	Jun-23	Apr-25
Leeds	Jun-25	Sep-25	Aug-26
Leeds and Wakefield	N/A	N/A	N/A
Wakefield, Featherstone, Pontefract and Knottingley	May-29	Jun-29	Nov-29
Wakefield, Horbury and Ossett	May-29	Jun-29	Nov-29
Various Stations across West Yorkshire	May-26	Jun-26	Aug-27
West Yorkshire wide	Feb-27	Mar-27	Jan-28
Kirklees district wide	Sep-25	Sep-25	Mar-27
Kirklees district wide	Nov-24	Dec-24	Mar-27

West Yorkshire wide	Jan-24	Feb-24	Nov-25
West Yorkshire wide	Mar-26	Mar-26	Mar-27
West Yorkshire wide	N/A - to be pipelined	N/A	N/A
Specific locations within West Yorkshire	Mar-26	Apr-26	Dec-26
West Yorkshire wide	Feb-26	Mar-26	Mar-27
West Yorkshire wide	Mar-26	Mar-26	Mar-27
Specific locations within West Yorkshire	N/A - to be pipelined	N/A	N/A
West Yorkshire wide	Apr-22	Apr-22	Mar-27
Steeton and Silsden	May-26	Jun-26	Mar-27
West Yorkshire wide	Feb-26	Mar-26	Jan-27

Dalton/Deighton	Aug-27	Sep-27	Sep-28
Leeds	Jun-25	Aug-25	Oct-26
West Yorkshire wide	Oct-25	Oct-25	Mar-27
Leeds	Sep-26	Oct-26	Sep-27
West Yorkshire wide	Apr-22	Apr-22	Mar-27
West Yorkshire wide	Apr-22	Apr-22	Mar-27
Bradford	Sep-22	Oct-22	Oct-25
West Yorkshire wide	Jul-26	Aug-26	Mar-27
West Yorkshire wide	Jan-26	Jan-26	Mar-27
West Yorkshire wide	N/A	N/A	N/A
Bradford	Jul-26	Aug-26	Aug-27
West Yorkshire wide	Apr-22	Apr-22	Mar-27

Bradford	May-26	Jun-26	Jun-27
Leeds	Jan-26	Feb-26	Mar-27
Wakefield	May-29	Jun-29	Nov-29
Wakefield	May-29	Jun-29	Nov-29
Bradford	Oct-26	Nov-26	Jul-27
Leeds	Jul-26	Jul-26	Jul-27
Leeds	N/A	N/A	N/A
West Yorkshire	N/A - Scheme Development Only	Jan-28	Jul-33