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Apply to the levelling up fund round 2

Submission details

Submission reference: LUF20254
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What is the legal name of the lead applicant organisation?

Kirklees Council
Where is your bid being delivered? England
Select your local authority Kirklees
Enter the name of your bid: Penistone Line Rail Upgrade
Does your bid contain any projects previously submitted in round 1?Yes

Bid manager contact details

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Senior Responsible Officer contact details

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Local Authority Leader contact details
Full name: Cllr. Shabir Pandor **Position:** Leader of the Council
Telephone number: 01484 221000 **Email address:** Shabir.Pandor@kirklees.gov.uk
Enter the name of any consultancy companies involved in the preparation of the bid: Network Rail; SLC Rail Ltd; Steer Davies Gleave Ltd; Counter Context Ltd

Enter the total grant requested from the Levelling Up Fund

£47917122

Investment themes

Regeneration and town centre: 0% **Cultural:** 0% **Transport:**100%
Which bid allowance are you using? Transport allowance
Is your bid at least 90% investment in the transport theme with the remaining percentage invested in transport related activity? Yes
How many component projects are there in your bid? 3
Do you have the support of all the authorities with the relevant statutory responsibility before proceeding? Yes
File upload 1 Upload pro forma 1

LUF Round 2 Pro form as V6.1 Proforma 1 Network Rail.pdf
File upload 2Upload pro forma 1
LUF Round 2 Pro form as V6.1 Proforma 1 SYMCA.pdf
File upload 3Upload pro forma 1LUF Round 2 Pro form as V6.1 Proforma 1 WYCA.pdf

Are you submitting a joint bid? No
Are you submitting a large transport bid? Yes

Grant value declaration

I confirm that the bid does not exceed £50 million grant value
Tick to confirm
I confirm that at least 90% of the investment is in the transport theme and that the remaining investment is related to the transport project Tick to confirm

Gateway criteria: costings, planning and defrayment

I confirm that some LUF grant funding will be defrayed in the 2022/23 financial year Tick to confirm

Costings and Planning Workbook
LUF_Package_Bid_Costings__Planning_Workbook_V2.00 - STEER v5.xlsx

Provide bid name: Penistone Line Rail Upgrade

Provide a short description of your bid

Kirklees Council have been strongly encouraged by the Department for Transport (DfT) to resubmit a bid to deliver infrastructure improvements to the Penistone Line. This follows an unsuccessful Round 1 Bid to the Fund. Following an increase in infrastructure costs, this Round 2 Bid acts as a 'stepping-stone' to deliver part of the infrastructure required to support our vision for a future half hourly rail service across the Penistone Line between Huddersfield and Sheffield, whilst delivering noticeable short term improvements in the quality and reliability of rail services across the route. In line with the Government's Levelling Up Agenda this £47,917,122 bid will deliver:

- Mobility Hubs at a number of stations across the route. This work will include enhanced station facilities such as electric vehicle charging points, car clubs, bike hire and parcel delivery lockers which will also benefit the wider community.
- Improvements to walking and cycling routes to all Penistone Line stations within the Kirklees district.
- Improved accessibility at all stations.
- An additional section of double track and passing loop to enable trains to pass if they are delayed. This section of double track and passing loop will from an integral and essential part of the scheme to deliver a half hourly rail service in the future.• Improvements to line speeds between Denby Dale and Penistone. This scheme will improve the performance and reliability of trains. &• Installation of fibre broadband alongside the railway which will improve train performance, safety and onboard connectivity (allowing passengers to work and stream movies etc). Additionally, the scheme will also be used by commercial operators to provide high speed (1gb) broadband along the route

to rural communities. Based on the guidance, it should be noted that on some parts of the application form we have exceeded the word limit. This is because we are submitting a large complex transport bid which requires additional information.

Provide a more detailed overview of your bid proposal

The line between Huddersfield and Sheffield was originally a combination of the Great Central route between Sheffield Victoria and Manchester via Penistone (the "Woodhead route") and the LNWR route between Penistone and Huddersfield. Most of the Woodhead route was closed in 1981. The Sheffield – Huddersfield services remained and having left Sheffield, services then reversed to travel through the redundant Sheffield Victoria station to travel towards Penistone via Stocksbridge.

The fastest end-to-end journey time in 1981 took 54 minutes. In 1983 British Rail decided to withdraw the service. Following negotiation, a solution was reached to reintroduce and divert the service via Barnsley. Across this longer route the journey time is now typically 75 minutes, over 20 minutes longer than a journey in 1981. At the same time, the line between Huddersfield and Barnsley was re-engineered to reduce operating and maintenance costs to the lowest practicable level. This included a reduction to single track (other than for a 1¾ miles section between Clayton West Junction and Stocksmoor Junction and a loop in Penistone station). A 50-mph running line speed and reduction in platform lengths.

The Penistone Line remains a key element of the transport infrastructure linking Huddersfield, Barnsley and Sheffield. It provides a sustainable alternative to road travel to, from and between the urban areas and is highly valued as a community asset providing access to work, education, leisure and retail. Our vision is of an improved Penistone Line which unlocks the Levelling Up agenda in West and South Yorkshire. People along the Huddersfield –Barnsley – Sheffield corridor will have the opportunity to get to work, education, and leisure destinations in a way that reduces their carbon impact. More reliable train services with improved access to stations will support growth in jobs and housing along the route. This step change in public transport is already happening on nearby corridors, with the Transpennine Route Upgrade (Huddersfield) and in the future HS2(Sheffield). This step-change to the Penistone Line would allow the 215,000people within 400 metres of a Penistone Line station to have better access to these important strategic connections. Taken together, our proposals create a seamless passenger journey from end-to-end.

Our proposals consist of the following work packages: Our first package of works will create Mobility Hubs at selected stations between Lockwood and Penistone. Whilst all stations within the Kirklees District will be made more accessible thorough investment in walking and cycling routes, bus infrastructure, drop off and parking facilities, as well as facilitating shared use modes of transport.

Work to develop the Mobility Hubs will also include the delivery of fibre connectivity to these stations. Though separate agreements with Network Rail Commercial Operators, this work will also benefit the wider community through opportunities to deliver gigabit capable broadband to communities with existing poor connectivity.

Taken together, our proposals create a seamless passenger journey from end-to-end, the whole journey experience for Penistone Line users. We will give the stations a true community feel through a process of co-design and working with the Penistone Line Partnership to provide station facilities for the community. This will include new DDA Compliant level access facilities, such as at Shepley station. Installation of fibre alongside the railway will ensure passengers can access internet services whilst using the both the trains and Mobility Hubs.

Additionally, the scheme could also be used by commercial operators to provide gigabit capable broadband along the route to villages such as DenbyDale where connectivity is currently poor. This £12,697,500 package of work will commence in 2022/23.

Our second package of works will deliver Line Speed improvements along the Penistone Line to improve the reliability and performance of services on the route. These improvements will increase line speeds on the section of route between Denby Dale and Penistone from 50mph to 60mph by moving signals and making safety improvements to level crossings. This work is estimated to cost £13,570,966. Capital works will be delivered in 2024/25.

Our third package of works will deliver heavy rail infrastructure required to enhance the performance and reliability of existing services on the route, whilst delivering part of the infrastructure required to deliver a half hourly service on the Penistone Line in the future.

Whilst the entire route will benefit from these works, the specific area for infrastructure investment where track will be re-doubled is between:

- Huddersfield – Lockwood
- Clayton West – Denby Dale

We have already started work on the Draft Strategic Outline Business Case. During 2022/23 and 2023/24, work on the Outline and Full Business Cases will be progressed with West Yorkshire Combined Authority, South Yorkshire Mayoral Combined Authority, Barnsley Council, Network Rail, Northern Trains, the Rail North Partnership, and the Penistone Line Partnership.

This infrastructure work is estimated to cost £21,648,656 and the capital works will be delivered in 2025/26 (as an Exceptional Transport Scheme) Future investment of approximately £68.5m will be required to deliver the remaining infrastructure to enable a half hourly service in addition to enhancement works at Sheffield Station to facilitate additional capacity.

Provide a short description of the area where the investment will take place

The Penistone Line provides a strategic transport link between West and South Yorkshire between Huddersfield, Denby Dale, Penistone, Barnsley and Sheffield.

Eight Parliamentary Constituencies are served by the route. A great proportion of the route within Kirklees lies within the Dewsbury Constituency where a significant

part of the benefits of these projects will be realised. This Penistone Line serves the communities of Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Silkstone Common, Penistone and Dodworth stations. Between Huddersfield and Berry Brow stations is the built-up area of Huddersfield. All other stations are located within primarily rural areas of Kirklees and Barnsley, with the exception of Penistone and Dodworth that are located in small towns. Huddersfield and Barnsley have areas of significant deprivation located close to Penistone Line stations, notably around Lockwood, Dodworth and Barnsley.

A plan is attached to the bid which identifies the route of the Penistone Line and other points of interest such as development sites and areas of existing employment.

Optional Map Upload: Section 3 Bid Summary Map.pdf
Does your bid include any transport projects? Yes

Provide a short description of the transport project:
The answer to this question is included in each project Annex. A list detailing the coordinates, post code of each station, parliamentary constituency and Local Authority is attached to the bid.

Provide location information
Location 1Enter location postcode: HD8 8RX
Enter location grid reference: 422414408490
Percentage of bid invested at the location: 100%
Optional GIS file upload for the location: Station Locations.xlsx
S
elect the constituencies covered in the bid
Constituency 1
Constituency name: Dewsbury
Estimate the percentage of the bid invested in this constituency: 51%

Constituency 2
Constituency name: Penistone and Stocksbridge
Estimate the percentage of the bid invested in this constituency: 24%

Constituency 3
Constituency name: Colne Valley
Estimate the percentage of the bid invested in this constituency: 22%

Constituency 4
Constituency name: Huddersfield
Estimate the percentage of the bid invested in this constituency: 3%

Select the local authorities covered in the bid
Local Authority 1
Local authority name: Kirklees
Estimate the percentage of the bid invested in this local authority: 76%

Local Authority 2

Local authority name: Barnsley

Estimate the percentage of the bid invested in this local authority: 24%

Sub-categories that are relevant to your investment
Select one or more regeneration sub-categories that are relevant to your investment Residential
Select one or more cultural sub-categories that are relevant to your investment Visitor Economy

Select one or more transport sub-categories that are relevant to your investment
Active Travel; Buses; Strategic Road; Rail; EV; Infrastructure; Local Road; Other Transport

Describe other transport sub-category
Fibre to assist rail operations and community

Provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome
Access for All funding sought is being sought by Northern Railway for accessibility improvements for Honey and Shepley stations. Successful bidders likely to be announced in April 2023. The proposed works to make Honley and Shepley more accessible will complement the work included within this LUF Round 2 Bid. Should both applications be successful then LUF funds could be used to develop further accessibility schemes to provide better pedestrian and cycling links to stations on the route

Provide VAT number if applicable to your organisation: GB184352457

Bidders are invited to outline how their bid will promote good community relations, help reduce disparities amongst different groups or strengthen integration across the local community
As part of the development of this bid, Kirklees Council have undertaken an integrated Equalities and Environmental Impact Assessment – Stage 1 Screening of the package of measures. This document is attached as an annex to the bid (Kirklees Council Integrated Impact Assessment). A more detailed assessment will be undertaken prior to works commencing.

The need for such improvements is borne from the fact that a number of protected groups find it difficult to access public transport, despite evidence nationally showing that they are proportionately more likely to use public transport. Along the route of the Penistone Line, there are high concentrations of low-income groups, ethnic minority groups, single parent families, and people claiming mobility linked benefits. Specifically in the major urban areas of Huddersfield, Barnsley, and Sheffield.

These groups will benefit from improved public transport links, as data from the National Travel Survey indicates that they are proportionately less likely to travel by car. Figure 1shows the percentage of people in households without access to a car or van by ethnic group. The largely rural areas between Barnsley and Berry Brow stations are relatively affluent. However, wider evidence from rural areas indicates that where accessibility issues do manifest themselves to people in rural areas, they

are made more severe by the poor accessibility of these areas to key public services. Data from the Department for Transport states that fewer than half the users of non-car modes living in rural areas have access to places with5,000 or more jobs within 45 minutes, compared with 90 per cent of users living in urban areas.

Our analysis also indicates that there are small pockets of deprivation in Denby Dale and Penistone. More specifically along the Penistone Line, physical access improvements have been requested by the communities of Denby Dale, Shepley and access.

Figure 2 shows a non-compliant access ramp at Shepley station. Additionally, the work of the Penistone Line Partnership has identified through close work with community groups that the line serves several locations where socially disadvantaged groups are concentrated, such as Lockwood and Barnsley, who face a number of barriers in accessing the rail service.

Our analysis also highlighted that there is a lack of reliable transport evidence for a number of protected groups, notably on gender reassignment and sexual orientation. Whilst previous engagement with these groups has indicated a number of concerns when using public transport, for example safety, the lack of a reliable and consistent evidence base necessitates baselining for understanding the impact of this project on these groups.

Our approach is to develop our plans through close engagement with these protected groups throughout the project. More detailed plans for engagement will be developed as part of the Stage 2 assessment. Our Engagement Plan will consequently be updated at this stage.

Is the support provided by a 'public authority' and does the support constitute a financial (or in kind) contribution such as a grant, loan or guarantee? No

Does the support measure confer an economic advantage on one or more economic actors? No

Provide further information supporting your answer
Network Rail and Northern Rail are already funded by Central Government. This package of schemes provides no additional competitive advantage to any other economic actors.

Is the support measure specific insofar as it benefits, as a matter of law or fact, certain economic actors over others in relation to the production of certain goods
or services? No

Provide further information supporting your answer
Network Rail and Northern Rail are already funded by Central Government. This package of schemes provides no additional competitive advantage to any other economic actors.

Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment? No

Provide further information supporting your answer

No, the only other public transport on the route are bus services. Bus services operating in the vicinity are fragmented and do not serve the same route as the rail services. Rail offers much faster journey times and these are not seen to be in competition with the existing bus services. This scheme will benefit bus operators by providing better interchange with rail services.

Will you be disbursing the funds as a potential subsidy to third parties? No

Has an MP given formal priority support for this bid? Yes
Full name of MP: Mark Eastwood MP
MP's constituency: Dewsbury
Upload pro forma 6: LUF Round 2 Pro formas V6.1 Proforma 6 (Mark Eastwood).pdf

Describe what engagement you have undertaken with local relevant stakeholders. How has this informed your bid and what support do you have from them?

Developing the case for improving the Penistone Line has involved close engagement with a number of key strategic partners. These partners have provided invaluable support in terms of technical expertise, access to data, challenge on the proposals developed, and funding of the development works.

Our partners include:

- Barnsley Council
- Network Rail
- Northern Trains
- Penistone Line Partnership
- South Yorkshire Mayoral Combined Authority
- Transport for the North
- West Yorkshire Combined Authority

Engagement with the above partners has helped to develop and shape this bid from the Round 1 bid submission, based on the constructive feedback which we received. Additional engagement was undertaken prior to the bid being submitted, to brief key stakeholders on the bid and to further understand local issues and support for the bid.

All letters received from supporting organisations are included as signatories as part of the bid and attached to the bid. Our engagement to date has formed the basis of an Engagement Plan. This plan embeds the principles of co-design and close community engagement within the project, where the local community have the opportunity to influence the project outcomes, and in the case of the Mobility Hubs the detailed proposals.

Has your proposal faced any opposition?

In the development of these proposals, there has been significant support from major stakeholders and the local community, who are committed to delivering enhancements on the Penistone Line. All MPs across the route have supported the proposal (see attached letters of support) in addition to Mayoral Support.

To date the Council has not received representations regarding the plans, nor is it aware of any campaigns or specific groups who are opposing the plans. Any concerns raised in the future will be managed through our Engagement Plan which is attached to the bid. There will also be statutory consultations as part of the delivery of the Mobility Hubs and Enhancements to deliver a future two trains per hour. Any representations received through these processes will be managed in accordance with public engagement best practice.

Do you have statutory responsibility for the delivery of all aspects of the bid? No

Which parts of the project do you not have statutory responsibility for?

Parts of the project for which we do not have statutory responsibility for relate to works at railway stations in addition to the line speed and heavy infrastructure works which are identified within the bid. The relevant responsible authority for these works is Network Rail. Network Rail have completed the appropriate supporting Proforma. Should the bid be successful then we will work closely with our partners at Network Rail to deliver the projects contained within the bid.

Who is the relevant responsible authority? Network Rail

Support/consent of the relevant responsible authority

Do you have the support/consent of the relevant responsible authority? Yes
Pro forma upload (if required) LUF Round 2 Pro form as V6.1 Proforma 1 Network Rail.pdf

Provide evidence of the local challenges / barriers to growth and context that the bid is seeking to respond to

The economies of Barnsley and Huddersfield are under-performing relative to their size. GVA per head is lower than both the national and regional average in both areas The economies of Barnsley and Huddersfield are under-performing relative to their size. GVA per head is lower than both the national and regional average in both areas as shown in Figure 3.

Furthermore, in Kirklees and Barnsley the unemployment rate (4.5% and 5.6%) is higher than in West Yorkshire and South Yorkshire in 2019/20 and unemployment is higher in Kirklees and Barnsley than their respective regional averages. Employment in both towns is skewed toward lower wage occupations as shown in Figure 4. The consequences of this are significant on the area. Huddersfield, Barnsley, and Sheffield have areas of significant deprivation located close to Penistone Line stations, notably around Lockwood, Dodworth, Barnsley, and Meadowhall stations as seen in Figure 5. Barnsley is also in the bottom 10% of authorities on the Social Mobility Index, whilst the lower incomes of residents of both West and South

Yorkshire means households spend more than 15% of their income on transport, the highest rate in the UK. Source - Office for NationalStatistics (2019) Family spending workbook 3: expenditure by region.

The reasons for this are multi-faceted. Centrally for this application, strategic connectivity between the three centres of Huddersfield, Barnsley, and Sheffield(and the onward connections they offer) is weak. End-to-end journey times for the 27-mile distance between Huddersfield and Sheffield are 1 hour and 15minutes by train, and 59 minutes by car. This is reflected in the relatively small amount of end-to-end commuting. The high proportion of households without access to a car places a high importance on the need for good quality public transport in the area. The train not only provides access to opportunities for residents on the Penistone Line, but further towards Leeds and Manchester.

Figure 6 identifies car ownership along the Penistone Line. Significant growth is planned along the corridor, with more than 58,000 new homes planned for the corridor out to 2040. The Kirklees Local Plan, Barnsley Local Plan, and the Sheffield Plan Issues and Options Report identify congested transport networks as significant barriers to growth, with all plans identifying that improving sustainable transport links are critical to enable this growth.

Figure 7 shows the growth in housing planned along the Penistone Line corridor out to 2040.Furthermore, in Kirklees and Barnsley the unemployment rate (4.5% and5.6%) is higher than in West Yorkshire and South Yorkshire in 2019/20 and unemployment is higher in Kirklees and Barnsley than their respective regional averages. Employment in both towns is skewed toward lower wage occupations.

To maximise the potential of this investment, strategic transport connectivity needs to be optimised to create the environment for sustained inward investment. Strategic connections are important because they broaden the size of the potential labour pool and bring key markets – such as Leeds and Sheffield – closer to businesses located in the towns. The topography between Barnsley and Huddersfield presents a barrier to major upgrades of the highway network.

Further, primarily car-based growth would place additional pressure on the inner highway networks within both towns – potentially constraining connectivity and growth through worsening congestion. The environmental impact of further reliance on private car travel is well understood, and Air Quality Management Areas are in place within both towns to manage existing high levels of pollutants. The planned intervention/s will address these.

Explain why Government investment is needed (what is the market failure)

The Penistone Line rail corridor has the potential to address the transport challenge described above and in so doing broaden the opportunities available to residents and strengthen the environment for growth within the route. With the delivery of the Transpennine Route Upgrade at Huddersfield and HS2 to Sheffield, the Penistone Line becomes an increasingly important strategic link facilitating access beyond

Huddersfield to Leeds, Manchester and further afield - but realising this potential will only happen if improvements are made to the current service.

Services on the corridor are relatively slow and infrequent. Current travel patterns show a clear divide on the corridor, with those north of Denby Dale heading towards Huddersfield and those south of Denby Dale heading towards Barnsley and Sheffield. Comparatively few journeys are made along the entire length of the corridor, where rail journey times are un-competitive versus car. See figures 8 and 9.

The characteristics of the highway network between the two centres makes it challenging to offer an attractive bus service on a commercial basis, with many subsidised services in the rural areas. Whilst many local bus services serve Penistone Line stations and run alongside the line in short sections to Huddersfield, and between Barnsley and Sheffield, there is no direct end-to-end competition by bus. Rail is therefore the only viable public transport solution.

The major constraining factors are station access, infrastructure and rollingstock. The network and the operator – Northern Trains– are currently publicly owned and operated, so there is no incentive for the private sector to fund improvements. Even post-implementation of The Great British Railway, there is unlikely to be a commercial case for the private sector to invest, as most major revenue risks will be retained by the public sector.

Figure 10 shows the only section of double track between Huddersfield and Penistone.

Explain what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers

Our Options Assessment Report is included with the attached Penistone Line Report (Chapter 4 - pages 26 - 37) produced by Steer in June 2022.The existing public transport network serving these rural communities is poor. This provides a barrier to those living in these communities wishing to access local jobs, services and employment and healthcare, unless they have access to a private vehicle.

To provide a step-change in the rail service that will unlock the Levelling Up agenda in this area, all aspects of the journey must be improved. Tackling poor connectivity and encouraging more people to travel by public transport requires a seamless, fast, and reliable journey that has the customer experience at its heart. Our proposals will improve all parts of the journey.

Mobility Hubs and FibreWe will create a series of Mobility Hubs at selected stations between Lockwood and Penistone. These will make the interchange between local areas and the improved rail station seamless by improving bus stops, cycle routes, station drop off facilities, providing parking for electric vehicles and car clubs, and providing real time public transport information. We will also ensure that all stations across the route between Huddersfield and Denby Dale are fully accessible including removal of the stepped access at Shepley. Our co-design approach will ensure our plans reflect the needs of a variety of groups.

Furthermore, we will also fund the work of Station Adoption Groups and a new community facility at Honley station. Figure 11 shows a concept for a small Mobility Hub to be delivered across West Yorkshire. Journey time and reliability improvements in conjunction with improved rollingstock. Some improvements to journey times and reliability can be delivered in the short term through the delivery of a scheme to increase the line speed from50mph to 60mph between Denby Dale and Penistone. Not only will this improve journey times end-to-end, but it will also enable a more robust timetable, thus improving the performance and reliability of services operating on the route.

These benefits will be realised further when modern rolling sock, such as the Class 195 trains are introduced on the route which have performance characteristics. Infrastructure to enable future capacity improvements whilst the other packages play an important role in Levelling Up the Penistone Line, the future doubling of train frequencies across the route to a half hourly service is the game-changing investment that delivers Levelling Up to our local communities.

Following an increase in infrastructure costs, this bid provides a ‘steppingstone’ to provide infrastructure that will contribute to the future introduction of a half hourly service across the route.

Figure 12 – Depicts space in the existing railway boundary to provide for a passing redoubling of track A half hourly service will deliver a substantial benefit both through making the service more convenient and providing better opportunities for interchange toother services at Huddersfield, Barnsley and Sheffield along with better bus connections and the new Mobility Hubs.

Following submission of the Round 1 bid in June 2021, work to identify the specific infrastructure interventions required to operate a half hourly service across the route continued. Option Assessment work has examined the potential for different infrastructure interventions and rolling stock and are included within Section 4 of the ‘Penistone Line Report’ (attached to this bid) produced by our consultant Steer in June 2022.

Upload Option Assessment report (optional)

Penistone Line Study - Updated Report v0.04.pdf

How will you deliver the outputs and confirm how results are likely to flow from the interventions?

The overarching Theory of Change for the Penistone Line project is that our programme of works will provide a step-change in the quality and reliability of strategic rail connectivity between Huddersfield, Barnsley, and Sheffield. High quality waiting facilities and Mobility Hubs with clear information, combined with improved reliability and journey times will give confidence to local people that the system provides a credible alternative to the private car.

Through improving local connectivity, reducing car dependency and congestion, the network will support employment growth, increase productivity and reduce carbon

emissions. The logic maps demonstrating the theory of change foreach work package are attached and also included as Figures 13 - 15. The evidence supporting this theory of change is based upon a review of literature relating to the impact of significant rail infrastructure improvements, and emerging evidence from the impact of Mobility Hubs and station interchanges on use of non-car modes of transport.

Improvements in journey times and reliability of rail services has a known and quantified impact upon use of the rail network, with more people using more frequent and reliable trains. Source - Department for Transport (2016) Rail Passenger Demand Forecasting Estimation. Evidence from Transport Focusshows that the key driver of satisfaction and perceptions of value for money of rail services is performance and reliability. Source - Transport Focus (2017) Rail Passengers Priorities for Improvements.

Improvements in the quality of stations and public transport interchanges has an impact in 3 ways. First, the need to interchange is a known and quantified benefit of using public transport, with the disbenefit in terms of waiting time considered to be a higher value by passengers compared to the journey time in-vehicle. Second, satisfaction with the quality of stations and public transport interchanges plays some role in driving satisfaction with the overall service offer. Finally, there is evidence that improving the quality of the waiting environment in terms of seating, real time information, and safety can lead to a small increase in passengers using public transport. Source - Rail Delivery Group (2020) Passenger Demand Forecasting Handbook.

There is a direct link between access to public transport and active travel and life outcomes. The most vulnerable groups in society are less likely to own a private car. Source - Department for Transport (2019) National Travel Survey2019. Having access to regular, affordable public transport is critical to accessing job opportunities, education, and access to basic services. Additionally, evidence shows that people who use public transport, walk, and cycle are likely to lead healthier lives through travel that includes low-impact exercise such as walking and cycling. Source - Public Health England (2016) Active travel: a briefing for local authorities.

Improvements to public transport and active travel infrastructure are necessary to reduce carbon emissions. Significant perceived barriers to using public transport and active travel are the frequency, journey times, costs of fares, and safety of infrastructure. Source - Department for Transport (2019) National Travel Attitudes Study. Tackling these is a critical part of reducing car miles, which are necessary for the UK to meet its climate objectives. Source -Climate Change Committee (2020) Sixth Carbon Budget. Our Theory of Change, as attached (and also shown in Figures 13 - 15) will continue to develop over the life of the project through extensive monitoring and evaluation.

Theory of change upload(optional) Section 6 - TOC Logic Maps.pdf

Explain how the component projects in your package bid are aligned with each other and represent a coherent set of interventions

See Annex A, B & C

Set out how other public and private funding will be leveraged as part of the intervention

Northern Trains understand that improvements sought to the Penistone Line as part of this bid will significantly improve the conditions for passengers. In order to improve the whole journey experience, Northern Trains are seeking to upgrade the current offer of rolling stock on the route to a better quality of train which will feature improved seating, charging points and on train wifi in consultation with the Combined Authorities.

A letter supporting the scheme has been provided by Northern Trains. Private funding through Project Reach will be sought to provide local communities such as Denby Dale with the opportunity to connect into gigabit capable broadband.

Explain how your bid aligns to and supports relevant local strategies and local objectives for investment, improving infrastructure and levelling up

Under the West Yorkshire Connectivity Infrastructure Plan, the Penistone Line contributes to several the strategic priorities. It will assist walking and cycling in becoming major modes of transport by improving links to and from the stations, enabling them to be undertaken as part of a seamless and integrated journey. By improving journey times and reliability, and boosting frequencies, our work will support the priority of having rail's role focus on connections between main centres. In this case, our plans will significantly improve connectivity between Huddersfield. Barnsley, and Sheffield. Figure 16 shows the Mass Transit Vision for West Yorkshire.

The Sheffield City Region Transport Strategy focuses on providing connections to economic opportunity, improving safety and reliability, and tackling climate change. The plans will directly contribute to each of the 3 policy goals. Figure17 shows the major transport scheme projects for South Yorkshire.

The above will support residents and business connecting to economic opportunity by improving strategic connectivity between South Yorkshire and West Yorkshire via Huddersfield. Additionally, speeding up journey times and improving reliability will make the rail service more attractive, facilitating modalshift away from car use.

Upgrading the Penistone Line will also directly achieve local rail policy as articulated in the West Yorkshire Rail Vision, Barnsley Rail Vision, and the Sheffield City Region Integrated Rail Plan. Most notably, this is the commitment to establish a minimum service level at all stations, including the Penistone Line, of a future two trains per hour.

The WYCA Strategic Economic Framework sets out that delivering a 21stCentury Transport Network is critical to the success of the region. Investment has not kept pace with economic and population growth, resulting in congestion on roads and overcrowding on public transport. Efficient transport infrastructure connects our

communities, making it easier to get to work, do business and connect with each other.

The Sheffield City Region Strategic Economic Plan sets out a commitment to creating vibrant and resilient places across South Yorkshire and the importance of a transport system that connects communities to opportunities. This includes ensuring that the main population centres are better connected to one another and to future sites of major employment. Having a reliable public transport network is critical to tackling social exclusion and providing for inclusive growth.

Both the Kirklees Local Plan and the Barnsley Local Plan support these plans in providing a supporting policy environment for improvements of strategic transport infrastructure, specifically improvements to rail infrastructure. Both plans have a general presumption that discourages development from prejudicing strategic transport infrastructure improvements, and supporting development located in areas well served by public transport.

Penistone Neighbourhood Development Plan has an objective for the town to grow as a green and sustainable community. All policy priorities of which are supported by this proposal. Figures 18 & 19 show housing development sites in both Kirklees and Barnsley respectively.

The West Yorkshire Combined Authority and the Leeds City Region Enterprise Partnership (the LEP) are working towards the challenging ambition of being a net zero carbon economy by 2038, and to have made significant progress by2030. Net zero carbon means emissions produced and emissions taken in are balanced. In June 2019, the Combined Authority and the LEP formally declared a climate emergency supported by a range of partners including local authorities, including Kirklees Council, businesses and young people.

Kirklees has set itself a target of reaching net zero carbon emissions by 2038.This target is in line with both the West Yorkshire Combined Authority target, and the regional target for Yorkshire and Humber set by the Yorkshire Leaders Board. To meet these carbon reduction targets, Kirklees Council will need to adopt low carbon options that close the gap between its projected emissions in future and net-zero emissions. Analysis shows that Kirklees could close the gap between its projected emissions in 2050 and net-zero emissions by 47%purely through the adoption of cost-effective options in houses, public and commercial buildings, transport and industry. Improvements to the Penistone Line contained within this bid will reduce private car use and contribute to this ambitious target.

Explain how the bid aligns to and supports the UK Government policy objectives

The Levelling Up White Paper sets out the government's policy for levelling up, which "is about aspiring for every place in the UK to have a rich endowment of all six capitals [areas of focus], so that people do not have to leave their community to live a good life."

The six areas of focus are:

- Physical – infrastructure, broadband and housing
- Human – skills, health and work experience
- Intangible – innovation, ideas and patents
- Financial – resources supporting companies
- Social – communities, relationships and trust
- Institutional – local capacity and leadership

Kirklees Council have worked with WYCA drafting an investment plan as part of the UK Shared Prosperity Fund (UKSPF) which sets out spending priorities across the three themes of people and skills, business; and communities and place for which this bid is complimentary. Transport is a key focus area within the White Paper because it can boost productivity by connecting people to jobs and businesses to each other. It also supports wider quality of life by supporting people to move around, socialise and access services.

By 2030, local public transport connectivity across the UK is planned to be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing. Policies include the National Bus Strategy, City Region Sustainable Transport Settlements (including for WYCA), the IRP, and the Restoring Your Railways Fund.

The Levelling Up Fund also includes funding for small- or medium-sized but high-impact investments in public transport. The White Paper aims to achieve outcomes including improvements in pay, employment and productivity, significantly more people completing skills training and improvements in life expectancy, wellbeing and pride in place. These outcomes are intended to be achieved in every area of the UK while closing the gaps between the best and worst performing areas. For the area around the Penistone Line, this means:

- Reducing the significant disparities in outcomes between communities along the line – with some among the 10% most deprived areas in the UK, while others have very low levels of deprivation.
- Improving access to employment, education and skills opportunities for people along the line, particularly those without access to cars.
- Enable better access to employment, thus safeguarding and creating jobs in the local communities along the Penistone Line.

The attached plan identifies development sites across the route which identifies Local Plan employment and priority employment sites.

- Safeguard jobs in local communities by enabling private investment to bring gigabit broadband to local communities.
- Improving transport services along the corridor to help meet these goals.

Transport is the largest contributor to UK domestic greenhouse gas emissions at 27% of the total. The Decarbonisation Plan recognises the ambition which is required to reach net zero and sets out how emissions reductions will be delivered. Accelerating mode shift to public and active transport is a top priority. As well as emissions, the Plan also addresses air and noise pollution, health and inactivity caused by sedentary transport modes, and the need to support growth through green industry.

Key policies for rail include:

- Removing all diesel trains by 2040 and replacing or retrofitting with electric, battery or hydrogen power, leading to a net zero railway by 2050.
- Building extra capacity on the rail network to meet growing demand and support mode shift
- Better connections from rail to other modes
- Putting sustainability at the heart of levelling up by funding local transport investments.

For the Penistone Line, this means:

- Recognising that changes to rolling stock will be needed to meet net zero requirements
- Improving connections between rail and other modes such as bus and active travel, which will encourage mode shift to using less carbon intense models.

The wider national and regional strategic context against which the Penistone Line functions is evolving. Since submission of the Round 1 Bid, key policies and direction has been published including the Integrated Rail Plan, LevellingUp White Paper and Transport Decarbonisation Plan. The Integrated Rail Plan (IRP) sets out a blueprint for the development of train services across the North and Midlands, including setting the future for HS2, Northern Powerhouse Rail (NPR) and the Transpennine Route Upgrade (TRU). The IRP focuses on serving city centres with high-speed trains, because the rail network is the most effective way of moving large numbers of people into city centres and transporting large volumes of goods over long distances. The strategic objectives of the IRP are:

- Improving transport for users by enhancing capacity and connectivity
- Reducing environmental impact by decarbonising the rail network
- Growing and levelling up the economy
- Ensuring value for the taxpayer through efficient delivery of rail infrastructure.

Key changes to pre-IRP plans include the following:

- Curtailment of the HS2 Eastern Leg from Leeds to East Midlands Parkway
- NPR to include a new high-speed line between Warrington-Marsden and upgraded lines between Liverpool-Warrington and Marsden-York
- Full electrification and upgrades for the Transpennine Route, Midland Main Line (MML) and East Coast Main Line (ECML).

The IRP has two main implications for the Penistone Line. First, the selected Manchester-Leeds NPR route via Huddersfield means that Huddersfield will remain as a key hub for both inter and intra-regional travel on the Transpennine Route. The station will offer improved journey opportunities from2030 onwards as the Transpennine Route Upgrade forms the first phase of NPR, with the new line due in the 2040s. Second, the changed role of Sheffield means that it has reduced connectivity to Leeds, NPR and HS2 compared with previous plans, but will still benefit from improved connections with the East Midlands and London.

The intention to bring additional services to Sheffield may highlight the need for improved capacity at the station, which is currently a key constraint preventing

further Penistone Line services. Notwithstanding this, the overall strategic context of the Penistone Line, providing local connections to Huddersfield, Barnsley and Sheffield and allowing onward connections, has not changed significantly as a result of the IRP.

Alignment and support for existing investments

Where applicable explain how the bid complements or aligns to and supports existing and/or planned investment in the same locality

The Huddersfield Town Centre Blueprint SPD sets out the vision and ambitions for the future of Huddersfield Town Centre for the period to 2031. The Blueprint provides a framework to capitalise and build on the unique aspects and character of Huddersfield to promote its regeneration and bring forward new uses which reflect the changing nature of our town centre. The Blueprint identifies strategic investment opportunities to deliver a modern, futureproofed, green, and diverse town centre. One such investment opportunity is St. George's Square, the traditional heart of Huddersfield.

Huddersfield Station Gateway offers the chance for investment in our heritage, bringing some of the town's most iconic buildings back into sustainable use. Investment from Historical England, the Getting Building Fund, the West Yorkshire Transport Fund, the Transforming Cities Fund, and the Council's own capital programme is supporting the redevelopment of the Station Gateway as a new, mixed-use, civic quarter. The George Hotel will be redeveloped as anew, high-quality hotel, and the Estates Buildings will be redeveloped for residential use. Further investment from LUF will enhance the role of the Square as a regional transport hub and support the creation of a planned 190jobs in hospitality and leisure.

Huddersfield St George's Square provides an impressive welcome to our town, home to buildings of historical and architectural importance of buildings. The Square is a regional transport hub. Huddersfield Railway Station is the second busiest station in West Yorkshire with nearly 5 million passengers a year. And those figures are set to rise as quicker and more regular services are introduced with the Transpennine Upgrade, with Huddersfield at the fulcrum of new and improved links between the economic powerhouses of Manchester and Leeds.

Penistone Park & Ride and Bridge Scheme. SYMCA has secured a significant amount of funding through the City Region Sustainable Transport Scheme(CRSTS) to enable the development of a new park and ride with complimentary crossing facilities at Penistone rail station which will provide much needed additional parking and also enable replacement of the existing at grade barrow crossing. The scheme is in its early stages, but it is envisaged100 parking spaces will be provided including a number of EV charge points along with a footbridge with lifts improve safety and accessibility. Subject to consultation, design and planning scheme delivery is expected in 2026.

Meadowhall Mobility Hub. With an expected completion date of 2027 Meadowhall Mobility Hub will deliver a highly visible, safe and accessible space. It will offer

improved integration between bus, coach, train, tram and private car, making alternative and attractive options for seamless journeys.

Explain how the bid aligns to and supports the government's expectation that all local road projects will deliver or improve cycling and walking infrastructure

In developing the Mobility Hubs, we will seek to prioritise improving access to and from the Penistone Line stations by walking, cycling, and bus. Station forecourts are highly contested spaces, and we will design Mobility Hubs so that people who cycle and walk to the station will have direct and safe access to the station and to nearby facilities. Throughout the design process and delivery process, our plans will accord with the latest design guidance assisted in Local Transport Note 1/20.

Through our co-design approach, we will establish walking and cycling links to key local facilities and attractions, to encourage the use of the bicycle as part of the whole journey. New cycle parking at stations will be of the highest standard of safety and security, with each covered by CCTV and a shelter.

The Transpennine Trail intersects with the Penistone Line at several locations, notably Stockmore, Denby Dale, and Penistone. As an important leisure cycle link across West and South Yorkshire, as well as providing an important link between the Penistone Line stations and villages such as Kirkburton and Skelmanthorpe, improvements delivered through this fund will be to the highest standard and fit for all ages.

Confirm which Levelling Up White Paper Missions your project contributes to Select Levelling Up White Paper Missions (p.120-21)

Living Standards
Transport Infrastructure
Digital Connectivity
Education Skills
Health Wellbeing
Pride in Place Housing

Write a short sentence to demonstrate how your bid contributes to the Mission(s)

Kirklees Council's 'Penistone Rail Line Upgrade' has highlighted many deficiencies in the current rail infrastructure and identified key benefits that enhancement of the route will bring to both Kirklees and neighbouring authorities, meeting district wide and regional objectives and fully supporting the governments Levelling Up agenda.

This bid has the potential to bring about a step-change in the quality, capacity and reliability of rail services on the route, along with better passenger facilities and improved walking and cycling links, promoting active travel and benefiting the wider communities.

- Improved Living Standards through better connections to local services.

- Better and more accessible Transport Infrastructure providing improved connectivity to the local area and beyond.
- Digital Connectivity to enhance the local communities access to web-based services.
- Easier and improved access to Education and Skills.
- Improved Health and Wellbeing through development of active travel links and associated improvements to air quality and the local environment.
- Improved access to local housing sites.
- Pride in Place - through work with pride to achieve positive outcomes for colleagues, citizens and our places. We are proud of what we do as individuals, together as a council, and together with our citizens and places.

Provide up to date evidence to demonstrate the scale and significance of local problems and issues

In developing our evidence base, we utilised a mixture of national and local data sources, as well as industry-standard data sources to support the analysis of rail options. Social Exclusion. Data from the English Indices of Multiple Deprivation was utilised to understand the scale of deprivation in the areas served by the Penistone Line. This utilised data from 2019 , and showed that areas of Sheffield, Barnsley and Huddersfield are in the 10% most deprived areas in England and Wales.

Census journey to work data has been used to understand the 'desire lines' fortravel in the Penistone Line corridor. This shows that there is strong commuting from the location north of Penistone into Sheffield, and conversely from Barnsley into Sheffield. Figure 20 identifies key travel to work corridor along the Penistone Line.

This evidence is supported by analysis of the 2019-2020 rail ticket sales data, which is the last near full demand dataset before the impact of Covid-19. This suggests that the intermediate stations on the line between Lockwood and Dodworth account for 685,000 passenger trips. Whilst Huddersfield and Barnsley are the busiest stations on this section of line, this demand is primarily driven by other mainline services at these stations. Figure 21identifies passenger use of stations between Huddersfield and Barnsley.

Comparable rail, bus and car journey times have been considered based on published timetable data, and for car publicly available journey search engines. This shows that, for journeys between Huddersfield and Sheffield, there is no viable bus journey and car is 10 minutes quicker than train. Evidence of the punctuality and reliability of rail services has been sourced from Network Rails performance data Tableau site.

Demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues

The evidence used to undertake the supporting analysis and presented to demonstrate the problems facing the Penistone Line has all been drawn from well-established national datasets. No primary data collection has been undertaken for the purpose of this bid. When utilising national datasets, such as Census 2011 Travel to Work, the geographical scope most relevant to the line was utilised, with a

preference towards the Medium and Lower Super Output Areas where feasible. Where this was not feasible, the local authority level data was utilised, and by exception regional data. Data for the 2020/21 and 2021/22 was avoided to mitigate against the impacts of the COVID-19 pandemic. This was applied particularly to the analysis of rail passenger demand, and road traffic and cycle counts for which there is a continuous data source. The presentation of the data has been undertaken by Kirklees consultants.

Two levels of quality assurance have taken place:

- Firstly, internally by the consultants themselves, using a peer review process in line with their ISO9000:1 accredited Quality Assurance processes.
- By Kirklees officers reviewing the data and presentation of results of the technical works and analysis.

When estimating the impact of schemes, baselining was undertaken with schemes delivered in areas of a similar geographical and socio-economic nature as the Penistone Line corridor. Where this was not feasible, a literature review was undertaken of government best practice and research reports, and where possible of academic literature, to establish baseline figures.

Demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions

Our response considers the areas of influence in terms of both the geographic scope and the nature of the impact of the scheme. The scheme aims to provide an improved overall rail journey experience, including improved access to and facilitates at stations, better quality trains and reduced journey times between Huddersfield, Barnsley and Sheffield, including to and from the intermediately served communities.

The data and evidence of the impact of the scheme is consistent with that set out in the DfT's Business Case and Transport Analysis Guidance. The geographic area of influence of the proposed enhancements to the Penistone Line is primarily focused on the communities surrounding, and directly served, by the stations on the route. However, in some cases, withdrive access to the line the scope is broader, for example extending to Skelmanthorpe and Holmfirth. As demonstrated in the mapped data, the analysis considers an area covering the lines catchment area.

Provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems

The following paragraphs provide an overview of the analysis and evidence that has been used to demonstrate the problems in the communities served by the Penistone Line, and how the line does not fully contribute to addressing these. Demographic and census data shows the corridor serves large areas where deprivation is low, and levels of car ownership is high. However, critically, the route also serves areas with higher deprivation and low car ownership, notably in Huddersfield, Penistone, Barnsley and Sheffield. In these areas, public transport plays a more important role in accessing employment and education opportunities.

Our analysis of Census travel to work data and rail demand data shows that there is poor strategic connectivity between Huddersfield, Barnsley, Sheffield. The Penistone

Line serves two commuting markets – north of Penistone heading to Huddersfield (and to Leeds), and south of Penistone towards Barnsley and Sheffield. Both flows are dominated by car travel, although between Barnsley and Sheffield public transport has a higher modal share. There is limited 'end-to-end' commuting between Huddersfield and Sheffield – reflecting the long journey times, particularly since the direct route closed in the 1980's and trains were diverted via Sheffield.

Our analysis of MOIRA rail demand data shows there is a strong demand for trips between Barnsley, Meadowhall, and Sheffield, reflecting the population density and level of rail service between these stations. North of Penistone, demand for travel is for trips to and from Huddersfield, and to a more limited extent onwards towards Leeds.

As a result, this is a corridor where high-carbon modes of transport dominate –a situation which hinders the achievement of Net Zero targets. Furthermore, access to key services and major employment areas by non-car modes of transport takes a long time (particularly for those combining modes) and is hindered by a lack of integration. This runs the risk of pushing residents, particularly those on low incomes, into 'transport poverty' - defined by Sustrans struggling to afford a car due to low income but living in an area where it takes longer than an hour to access jobs and essential services by non-car modes.

Improvements to the stations, rail infrastructure and rolling stock will provide better access to stations, improved journey quality, quicker and more punctual passenger journeys. This will improve the populations access to jobs and wider opportunities, reducing deprivation and supporting economic growth. Furthermore, by attracting people from cars in these more affluent areas, the scheme can support the wider benefits reducing the negative impact of causes, including reducing carbon emissions and improving air quality.

The principle is set out in the Theory of Change Figures (13 - 15) contained within the Portal Submission.

Describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs

The analytical evidence underpinning this submission is commensurate with the Early Strategic Outline Business Case stage of development. It has drawn on a range of quantitative and qualitive evidence to understand the emerging case for the investment and to shape the options identification stage.

In developing the options for progressing to a 2 trains per hour service on the Penistone Line, a range of alternative 'Do Something' options have been defined. These include a mixture of service patterns, journey times and rollingstock improvements, for which this bid has selected a package of initial infrastructure and rolling stock enhancements which can be delivered within the funding available. These are summarised in the Early SOBC document.

A qualitive assessment has been adopted to identify locations and potential benefits for Mobility Hubs, to improve passengers access to and from the line. This used a

simple multi criteria assessment approach identify those stations that were likely to yield the greatest benefit, based on existing usage, demand potential and existing multi modal access. The potential benefits and case for assessment has been benchmarked against the investment case for other similar schemes. This evidence will need to be refined to take into account the specific proposals at each station as the scheme develops.

To identify the preferred train service improvements the alternative options have been analysed, using standard industry demand, benefit and revenue modelling approaches. These considered different options to improve journey times with alternative rolling stock and line speed improvements, and the case for increasing frequency with a range of stopping, semi fast and express services.

The modelling is based on a well-established, and known to be conservative, rail industry approach, using MOIRA (a generalised journey time elasticity model). The impacts of the options have been analysed and an economic appraisal conducted, monetising the value of these impacts where possible. The impacts include rail users benefits (e.g. journey time or frequency), non-user benefits (e.g. environmental or decongestion benefits) and operating financial impacts (e.g. additional costs and revenues generated by the scheme). Capital costs have been estimated by specialist cost consultants, drawing on their industry engineering and costing experience of similar schemes elsewhere in the country.

All options have been assessed incrementally against the baseline Do Minimum scenario, with analysis undertaken according to the DfT's Transport Appraisal Guidance (TAG). The costs and benefits of each option have been collated in an economic and financial appraisal model which applies TAG methodology and parameters.

No specific quantified analysis of the benefits of Mobility Hubs or improved mobile phone and broadband connectivity has been undertaken as part of this analysis. Instead, the potential benefits have been benchmarked against impacts from other previous schemes.

Explain how the economic costs of the bid have been calculated, including the whole life costs

In estimating the capital costs of the scheme, it should be noted that the different components of the schemes are at different stages in the development process. As such and accepted as part of the Round 1 Bid it is not possible to provide detailed complete cost estimates or a spend profile required for an economic valuation of the capital costs.

Early indicative cost estimates have been provided, estimated in 2022 prices, from the following sources:-

For Mobility Hubs, individual elements of the Hubs were benchmarked against standard industry costs, adjusted for future years based on construction price index data. An estimated contingency of 15% has also been accounted for in addition to a 15% inflationary increase from the costs presented in the Round1 LUF Bid, reflecting

the more developed nature of these plans. Further benchmarking has been undertaken by Steer against similar schemes in East Fife.

For Line Speed and Reliability Improvements, costs have been based on initial assessment work undertaken by specialist consultant SLC Rail Ltd who have provided estimated costs for increasing the line speed from 50mph to 60mph.Optimism bias of 56% has been included, along with an additional 10% cost inflation risk layer.

It should be noted that estimated infrastructure costs have increased to a level where the full package of schemes is unable to be supported by this bid. Consequently, a package of schemes has been developed as part of this Round 2 bid which act as a ‘stepping stone’ to the delivery of additional train in the future whilst improving the performance and reliability of existing services in the short-term, thus delivering more immediate benefits to passengers.

For the rail packages, incremental revenue from passenger journey time benefits has been modelled for each option using MOIRA and spreadsheet appraisal models. Additional revenue as a result of improved rolling stock quality and more punctual journeys have been calculate in a spreadsheet model, using elasticity values pretend in the Passenger Demand Forecasting Handbook.

As a conservative position, no additional revenue benefits have been assumed from the Mobility Hub and broadband connectivity components.

The additional rail demand generated by the improvements will induce additional revenue. This revenue is expected to accrue to the Department for Transport or alternative specifying authority which may emerge in due course through implementation of the Great British Railway.

The rail service enhancements proposed as part of this LUF application are realised without any material increase in service provision. We are advised that the enhanced Cl 158 rolling stock assumed has a very similar operating cost breakdown as current operations. Therefore, the assessment of rail service operating cost has assumed to be marginal, and no additional cost has been modelled. There will be a marginal increase in infrastructure maintenance costs associated with the enhanced line speed profile and additional two track railway. Detailed infrastructure maintenance costs have not been assessed at this stage.

It is likely that the operating cost of the Mobility Hubs and fibre / broadband provision are expected to be covered by the revenue generated by their operations, which will be assessed fully before development. Revenue and operating costs are included as Figure 22.

Describe how the economic benefits have been estimated

The impacts of the investment in line speed improvements, on demand, economic benefit and revenue have been modelled using MOIRA, a rail industry Generalised Journey Time (GJT) elasticity model design to value the demand, benefit and revenue impacts of timetable changes.

Further benefits from enhanced rolling stock quality and more punctual journeys have been estimated in a spreadsheet model using elasticity functions set out in the Passenger Demand Forecasting Handbook (PDFH).

The performance impacts calculations are based on Network Rail data which is used to show Average Minutes Lateness (AML) at each station on the route. PDFH 5 includes multipliers to convert AML into GJT terms. The AML was converted into GJT terms and this was multiplied by the demand data showing the number of passengers on the train at a given point. An annualisation factor was then applied to show the annual existing user disbenefits as a result of lateness on the Penistone line. This approach was used to calculate the value of the performance time lost at Shepley for southbound trains (where the performance data shows additional AML as a result of awaiting late running northbound services from the single track section). The additional delay incurred by trains at this location was taken as an indication of the benefit that the additional infrastructure, which removes the single line section at this point, could deliver.

The benefit from rolling stock quality has been valued using GJT multiplier rates for different rolling stock types taken from the Passenger Demand Forecasting handbook. A table setting out the assumptions is included in the accompanying Early Strategic Outline Business Case report.

Further passenger journey time, quality and wider benefits will be delivered by the Mobility Hubs and improved broadband and on train connectivity, though these have not been quantified at this stage. The benefits are summarised as follows, with further details of the rationale set out in the Early Strategic Outline Economic Case:

- Reduced congestion and improved air quality
- Modal shift from car to sustainable transport modes
- Improved accessibility
- Improved public realm
- Improved safety
- Reducing emissions
- Improving health and wellbeing
- Supporting economy

Economic appraisal has been undertaken using a spreadsheet-based appraisal model. The model adopts May 2018 TAG guidance and parameter values from the July 2020 Data Book. This approach was adopted instead of TUBA software since the demand inputs for the appraisal were also spreadsheet-based, rather than from an independent transport model, and hence this approach was better-suited to monetising the impacts of the preferred option. In addition, the use of a spreadsheet-based appraisal model enables greater flexibility when developing scheme options and testing the response to changes in input values.

User impact

The primary benefit arising from each option is the journey time saving(perceived and actual) experienced by existing rail users.

In addition to benefits to rail users, the migration of existing private car users to rail as a result of the enhancements will provide journey time and other benefits to remaining car users, through decongestion of the highway network. These benefits have been estimated using the Marginal External Costs(MECs) methodology set out in WebTAG unit A5.4, and the change in rail passenger mileage resulting from each option is generated by MOIRA. The model estimates change in passenger kilometres as a product of the average distance between the grouped flows and the new demand generated by the scheme. Car diversion factors from WebTAG data book Table A5.4.5 have been applied, using flow category “Non-London inter-urban”.

A summary of the combined rail and highway user journey time benefit estimated in the appraisal model is set out in Figure 23, split by business and consumer users.

Non-user impacts

In addition to user benefits, the migration of existing private car users to rail as a result of the enhancements will provide other benefits non-transport users through reductions in noise, greenhouse gas emissions and accidents, and improvements to local air quality.

These benefits have been estimated using the Marginal External Costs(MECs) methodology described above. A summary of the non-user benefit estimated in the appraisal model is set out in Figure 24.

Indirect Tax Revenues

Implementation of the scheme will result in a dual impact on the indirect tax revenues received by HM Treasury. Firstly, the shift in consumer (computer and other) spending from the taxed economy (for example, spending on food or clothing) into untaxed public transport fares results in a reduction in indirect taxation.

An equivalent effect is not seen for business travellers as VAT on other expenditure is assumed to be reclaimed by businesses, following assumptions laid out within DfT guidance. The second effect results from the reduction in fuel consumption, from current private car trips being attracted to public transport, causing a net reduction in fuel duty received by HM Treasury.

Within the current standard DfT Value for Money measure, the Indirect Tax Revenue impact is included within the Benefit Cost Ratio by netting this value off the Present Value of Benefits. The Indirect Tax Revenue impact is £0.3m -£4.6m in present values.

Provide a summary of the overall Value for Money of the proposal

The Penistone Line is a valued community asset and component of the physical transport infrastructure connecting South and West Yorkshire. Due toa combination of slow end-to-end journey times, poor punctuality, infrequent services, poor intermodal integration and accessibility and a comparative lack of “push” factors away from car use, rail’s penetration of the travel market in the area is low.

This poses a significant challenge to realising net-zero carbon outcomes along the corridor, contributes to transport poverty for low-income households in rural areas,

and constrains business growth along the line. Working alongside its partners and stakeholders, Kirklees Council have defined a Vision for the Penistone Line, and a series of strategic objectives and critical success factors.
The passenger offer is heavily constrained by single-track infrastructure between Barnsley and Huddersfield, restricting the scope to increase frequency and causing significant lateness to trains. Use of older diesel rollingstock (Cl150/2) and high utilisation of the line between Barnsley and Sheffield are also barriers to improvements. Addressing these constraints would form the basis of any improvements delivered on the corridor. In addition stations are not always well integrated with the communities they serve.

The proposed scheme set out in this LUF bid is at an early stage of development. As yet the detailed scheme scope and delivery programme has not been confirmed, and, as such, it is not possible to present a detailed Value for Money statement or specific BCR for the full package of works. Instead, an indication of the likely value for the tree composite work packages has been presented.

Analysis has been undertaken to identify the benefits and costs of a range of frequency, punctuality, journey time and journey quality improvements on the Penistone Line, which could be unlocked through a package of infrastructure and rolling stock investments. In addition, initial qualitative benefit assessment has been undertaken for Mobility Hubs at stations to improve station integration and broadband to improve digital connectivity on the route.

The valuation of benefits at this stage, does not capture the benefits that Mobility Hubs and improved broadband connectivity could unlock for station users and the wider community.

The analysis suggests that the range of options could unlock between £5mand £35m of Level 1 economic benefit over a 60-year appraisal period, in addition to passenger revenue increases as high as £16.8m. Once capital cost estimates are considered, there is a positive BCR for the combined option, even without including the benefits of Mobility Hubs. It has been estimated that the overall BCR could increase from 1.18 to 1.73 if benchmarked benefits for Mobility Hubs are included. This would be classified as medium value for money (BCR between 1.5 and 2), and could increase to high (BCR between 2and 4) if the benefits for mobility hubs are at the higher end of the estimated range.

The valuation of the benefits presented does not include the wider range of potential social, economic and environmental benefits that could be secured by providing a longer term infrastructure enhancement programme to improve the rail journey offer between Huddersfield, Barnsley and Sheffield and to and from the intermediate stations.

Upload explanatory note(optional)

Have you estimated a Benefit Cost Ratio (BCR)? Yes

Estimated Benefit Cost Ratios Initial BCR1.18Adjusted BCR1.73

Describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed

A full analysis of the potential impacts (and mitigating measures) will be undertaken at a later stage of development. However, the most significant anticipated non-monetised impacts are:

Regeneration - Regeneration impacts from transport are generally associated with changes in accessibility – achieved via changes in journey times. There are likely to be beneficial regeneration effects from improved connectivity, especially for Barnsley, and it is considered likely that there will be a slight beneficial impact.

Landscape and townscape, and historic environment – It is hoped that any infrastructure works can be contained wholly within the railway boundary. Assets will be mapped and any potential impact during construction identified and mitigated.

Biodiversity and water environment – Environmentally sensitive locations will be identified during further development and any potential risks and mitigations described.

Physical activity - The mode shift from car is likely to have a moderate positive impact on physical activity, as walking and cycling trips are generated which would not have been in the absence of the scheme.

Accessibility - Since the investment improves the reliability and performance of rail service and acts a stepping stone to a future increase in frequency, it will contribute towards improving accessibility to services for those without access to a car. This is limited to some degree as new public transport journey opportunities are not being created, however the impacts of the scheme are anticipated to be slightly beneficial.

Provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid The principal risks with potential to impact the value for money case for this proposal are:

Uncertainty on scheme costs. The costs indicated in this proposal are best estimates and are inclusive of optimism bias and inflation (66%). The scheme costs will be further refined as the Outline and Full Business Cases are developed, and single options are chosen. This will be based upon up-to-date assessments of ground conditions, positions of critical infrastructure, assessments of topography, landscapes, and natural habitats and other detailed studies required for a robust cost estimate.

Rail capacity in South Yorkshire: Analysis suggests that a higher-frequency service can be accommodated at Huddersfield station, although this will be further validated at a later stage. Capacity in South Yorkshire, however, is known to be constrained. Sheffield station is a particular “pinch point” and subject to on-going development

through the IRP programme. To mitigate this risk this bid does not propose increasing the service frequency into Sheffield station, though this is a longer-term proposal for the route, with which this investment will contribute to.

The impact of COVID-19: The strength and timing of the recovery profile is subject to significant uncertainty. Analysis undertaken for this application was based on rail demand and revenues for 2018/19, held within MOIRA. Further development will apply scenario-based sensitivity tests to the analysis of demand and revenue, aligned to DfT recommendations. Indications within the region from operator Northern Trains are that services are now recovering well(approximately 90% pre-COVID-19 patronage levels).

Upload an Appraisal Summary Table to enable a full range of impacts to be considered Appraisal Summary Table 1Upload appraisal summary table

Appraisal Summary Table - Project 2 3.xlsx

Additional evidence for economic case

Additional evidence 1Upload additional evidence

TEE PA AMCB.xlsx

Confirm the total value of your bid Total value of bid

£47917122

Confirm the value of the capital grant you are requesting from Upvalue of capital grant

£47917122

Confirm the value of match funding secured

£0

Evidence of match funding(optional)

Where match funding is still to be secured please set out details below

Funding is being sought from the Network Rail Project Reach fund for the installation of 'meet me' cabinets to enable private operators the opportunity to provide hard to reach rural communities such as Brockholes, Denby Dale, Penistone, Silkstone Common and Dodworth with gigabit capable broadband.

Land contribution

If you are intending to make a land contribution (via the use of existing owned land),provide further details below N/A
Upload letter from an independent valuer

Confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below

The bid does not include unrecoverable VAT.

Describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget

For the highway schemes, Kirklees Council, as Highway Authority have a track record of successfully delivering these kind of capital improvements schemes and can reference the costs incurred on current and previous schemes. This is also supplemented by utilising external consultants and reference to industry standard indices and costing tables where necessary. The derivation of the various cost elements, and any assumptions, is outlined below. These estimates will undergo extensive review as the project proceeds, including benchmarking.

A specialist rail consultant – SLC Rail Ltd was appointed to review the capital costs for the delivery of line speed improvements and heavy rail infrastructure. These costs have been based on the most reliable estimates, derived from benchmarking activities within the industry including recent similar work undertaken by SLC Rail Ltd on the North Cotswold Line.

For cost estimation purposes, all schemes in this bid have been assumed to be at Stage 1 (Determining the nature of the project) of Table 8 in Transport Analysis Guidance Unit 1.A2 – Scheme Costs. Reflecting this level of development, no QRA or contingency is included in our scheme costs. However, an optimism bias is included. For Line Speed and Reliability Improvements, and Infrastructure to enable future additional capacity optimism bias / inflation is added at 66%.

No margins have been allowed for as all costs will be capital investment costs and no profit or revenue allowances are included in this submission.

Provide information on margins and contingencies that have been allowed for and the rationale behind them

For cost estimation purposes, all schemes in this bid have been assumed to be at Stage 1 (Determining the nature of the project) of Table 8 in Transport Analysis Guidance Unit 1.A2 – Scheme Costs. Reflecting this level of development, no QRA or contingency is included in our scheme costs. However, an optimism bias is included. For Line Speed and Reliability Improvements, and Infrastructure to enable future additional capacity optimism bias / inflation is added at 66% which no margins have been allowed for as all costs will be capital investment costs and no profit or revenue allowances are included in this submission.

Describe the main financial risks and how they will be mitigated

Financial risks within Kirklees Council are managed through the Grant Funding Agreement or other contractual arrangement put in place with the Delivery Partner. The project costs will be agreed prior to delivery, with an agreed risk /contingency amount for the project. There are agreed 'Exceptional circumstances' where Kirklees Council may release programme contingency if the exception criteria is met, programme contingency is available and approved by the Authority. This process is managed as change management.

Kirklees Council will set out the terms and conditions on which a grant is made to partners and ensure they implement appropriate monitoring and reporting arrangements.

A QRA is undertaken for every scheme from OBC onwards in accordance with TAG guidance based on the risks contained in the risk register. Each project is permitted to include a contingency allowance based on how well developed the scheme is and its point in its life-cycle. Optimum bias / inflation for the scheme has been included at 66%.

Due to the current uncertain global climate in relation to the post-Covid landscape, inflation and supply chain issues, Kirklees Council will also hold Contingency allowance to support individual schemes if the exceptional circumstances criteria mentioned above is met.

The key financial risks and proposed mitigations are outlined in Figure 25.

Upload risk register PID inc. Risk Register - Penistone Line Round 2 LUF.pdf

If you are intending to award a share of your LUF grant to a partner via a contract or sub-grant, please advise below

N/A

What legal / governance structure do you intend to put in place with any bid partners who have a financial interest in the project?

An Integrated Assurance and Approval Plan is appended to this submission. In its transport projects, Kirklees Council accords with the principals of West Yorkshire Assurance Framework, which it is applying on its Transforming Cities Fund Schemes.

At the core of the Assurance Framework are three stages, linked to 6 gateway reviews for all new projects. This framework is summarised below. Kirklees uses a project management toolkit which provides the tools and techniques to determine risk and for assurance activities. The processes used are:

- Project planning
- Resource management
- Risk management
- Stakeholder management and communications
- Reporting and governance
- Project controls

Figure 26 depicts the West Yorkshire Assurance Framework.

Further information, tools and templates are used to help with some of the processes specific to a particular stage. These include project impact and risk assessment, and options appraisal and value for money analysis.

Approvals processes will be set out in Terms of Reference for the Project Executive Board and the relevant Project Boards, including escalation criteria and channels.

The Project Manager for the programme will have a key role of co-ordination between all work packages. The PM will have the following key responsibilities:

- Overall responsibility for the successful delivery of the work packages on behalf of Kirklees Council.
- Ensuring that objectives are achieved.
- Management of the project team's performance on specific schemes and tasks.
- Securing approval in relation to deliverables from the Project Executive Board, plus any technical and stakeholder groups.
- Communication, including status reporting, risk management, escalation of issues that cannot be resolved by the team.

Summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted

There are two elements to the delivery of this bid:

1. Schemes delivered by Kirklees Council
2. Schemes delivered by others (Barnsley Council & Network Rail).

With respect to the elements delivered by Kirklees Council, we will deploy an appropriate and tailored range of procurement approaches within our overall procurement strategy, to deliver the schemes contained within this bid. Elements delivered by Network Rail (subject to confirmation) will be managed through their own adopted and approved internal procurement processes.

Strategy & Approach

A fundamental requirement of any procurement strategy adopted by the public sector is that it is compliant with relevant legislation and policy directives. At this stage, it is envisaged that the preferred procurement route for the scheme will be via a tender process which is compliant with the UK Procurement Regulations, the Council's Corporate Procurement Strategy and Contract Procedure Rules. This will be via the Council's electronic tendering portal (YORtender).

The successful delivery of the project objectives at an outturn cost within the allocated budget will be determined by a wide range of factors which go beyond the chosen approach to the procurement strategy for the delivery of the project. Factors which will contribute to a successful outcome of delivery within budget can be grouped into the following broad categories:

- Cost Estimating
- Risk Management
- Project Governance
- Form of Contract
- Supplier Selection
- Performance Management
- Resource Capacity and Capability

Procurement Method

The assessment of options for procurement needs to take account of the stage which the scheme has reached and makes most effective use of invested knowledge and scheme development work to date. It also needs to take account of the

availability of the skills and resources needed to deliver a successful outcome including the capability and capacity within the client organisation. The following issues are relevant to the procurement considerations:
Whether the estimate for the scheme implementation is over the UK Procurement threshold (£4,733,252)

- Achieving best value
- Funding from the LUF is fixed so price certainty is critical
- Provision needs to be made for seasonal / night-time and event related traffic embargos made on behalf of the Councils
- Minimising the impact on the travelling public during construction is a priority.

The value of the scheme will be in excess of the UK Procurement threshold and therefore the scheme will be subject to advertisement in Find a Tender Service (FTS); UK e-notification system and will need to comply with the Public Contract Regulations 2015 (as amended). All evaluation methodology will need to be aligned to procurement policy and be compliant with industry best practice.

The procurement strategy options for this project need to deliver value for money by maximising the likelihood of the project objectives being delivered in full for the lowest possible out-turn cost (and within the budget available).

Procurement Routes

Procurement covers much more than the form of contract and the procurement strategy for this scheme has been developed having considered multiple factors contained within Kirklees Councils Construction, Infrastructure and Housing Category Plan to ensure that the scheme achieves the best possible outcome for all its stakeholders. These include the following:

- Value for Money
- Programme Certainty
- Quality of outcome
- Cost Predictability
- Innovation
- Added Value – including Social Value, Whole life costings, Climate Change, Small & Medium-sized Enterprises (SME's)
- Risk Management
- Early Engagement

These factors will, however, be largely dependent on the overall approach adopted on the project.

Since funding is to be secured through public funds, there are various procurement options available. The following four potential procurement strategies for the detailed design and construction stage of the project have been considered:

i. In-House Provision
ii. Traditional
iii. Design and Build
iv. Early Contractor Involvement

Form of Contract

The OGC advised the public sector that the form of contract has to be selected according to the objectives of the project, aiming to satisfy the Achieving Excellence in Construction (AEC) principles. The OGC considered that the NEC contract complies fully with the AEC principles and they recommend its use by public sector construction procurers on their construction projects. The NEC therefore is set out as the starting point for the assessment of possible forms of contract.

There are six main payment options within the NEC / ECC:

- Option A: Priced contract with activity schedule
- Option B: Priced contract with Bill of Quantities
- Option C: Target contract with activity schedule
- Option D: Target contract with Bill of Quantities
- Option E: Cost reimbursable contract
- Option F: Management contract

The NEC Engineering and Construction Contract (ECC) is published in the form of a set of core clauses with a range of main and secondary option clauses, enabling scheme specific contracts to be produced depending on individual requirements. The choice of options is a balance between risk, apportionment of risk and certainty of cost. The contract options legally define the responsibilities and duties of Employers (who commission the work) and Contractors (who carry out the work) in the Scope.

Option A (Priced Contract with Activity Schedule): This option is only viable if the design is fully designed at the time of tender and/ or design liability is placed with the contractor when it provides the greatest degrees of cost certainty of any of the NEC options. This form of contract is attractive because it provides relative cost certainty. The contract is awarded as a lump sum based on the activity schedule and can be awarded on the lowest price or a quality/ price ratio. The Contractor is paid a lump sum for each activity.

Option B (Priced Contract with Bill of Quantities): By utilising a Bill of Quantities (BoQ) the quantification of risk lies with the Employer so the design may be less complete at the time of the tender. The contract is awarded based on the tendered total of BoQ prices. There is still an option of awarding on the lowest price or a quality/ price ratio. The successful contractor is paid for the actual quantities of work undertaken at the rates in the BoQ, provided changes in quantities do not exceed a defined limit. Changes in quantities which exceed the defined limit are treated as compensation events which are assessed and paid on an actual cost reimbursable basis unless the Contractor and Employer both agree to use the BoQ as the basis of assessment. Option B is not suitable for use where the intention is to transfer major elements of design liability to the Contractor. The opportunity for placing risk with the Contractor is limited and cost certainty is consequently reduced from that achievable with Option A.

Option C (Target Contract with Activity Schedule): Under this option, the Contractor is paid the actual cost for the work undertaken with incentivisation via a pain / gain mechanism based on actual cost vs Target Price. The share percentages of the pain/gain mechanism are defined by the Employer. The Activity Schedule is the way

in which the Target Price is built up and related to the programme. The risks associated with the accuracy of the Target Price lies with the Contractor but the degree of risk transfer is determined by the share ranges specified. The Employer can award on a lowest price or quality / price ratio. Target cost contracts tend to be used where the full extent of the required work cannot be determined at contract award. It provides an opportunity to share risk in situations where contractors would either not provide fixed prices and / or risk premiums would be unacceptably high. They may also provide an opportunity for sharing cost savings where the project has opportunities for innovative design or construction methods introduced by the Contractor.

Option D (Target Contract with Bill of Quantities): This is similar to Option C except that the target price is established by means of a bill of quantities rather than an activity schedule. During the course of the contract, the target price is adjusted to allow for changes of quantities as well as for compensation events. The Employer therefore carries a greater risk than is the case with Option C.

Option E (Cost Reimbursable Contract): Under this option, the Contractor takes a very small risk, since he is paid his actual cost plus the Fee, with only small number of constraints to protect the Employer from inefficient working or incompetence by the Contractor. It is used when the work to be carried out cannot be defined at the outset and the risks are high, for example with emergency work.

Option F (Management Contract): Option F is suitable for management contracts in which most of the works is done by sub-contractors and the Contractor manages the procurement and the work undertaken by the sub-contractors. The Contractor receives the payment for the cost of the sub-contracts plus their management fee. Under this contract, the Employer carries most of the risk.

Risk

A QRA will be undertaken and design risks for the scheme largely mitigated or realized and included within the base cost estimates.

High level risks around the procurement, especially if there is a limited supply market or there are constraints, include:

- Supplier disinterest - The Combined Authority and district local authority partners will be looking to package our requirements up wherever possible to ensure they are significant enough to appeal to the market. In some industries such as professional services and construction it will be appropriate to procure via frameworks where healthy competition exists, but it is not open to everyone. Market testing to date has shown us that this is something suppliers use to choose the programmes they bid for.
- Timelines – both in terms of time needed to do procurements in the best way and timing in order to deliver the outcomes. The Combined Authority has solutions in place for some requirements that we can draw upon for this programme e.g. legal services, business case development partners, professional services Dynamic Purchasing System.
- Inflated pricing - due to supply constraints (supplier capacity or material price rises – which might be temporary). This will be mitigated through our existing long-standing relationships with many of these suppliers, who would not want

to be seen as taking advantage. Competition will be encouraged, through pre-market activities and through procurement routes. Contractual terms will be used to help manage market price fluctuations as appropriate.

- Supplier capacity – particularly if multiple organisations are letting contracts to the market at the same time, the Combined Authority will play a co-ordinating role across programmes to try and manage the impact of this if needed, and opportunities will be sort to group procurements together if appropriate. We have a West Yorkshire Procurement Leaders Group which is used to co-ordinate the approach to procurement across the region and will lead on publishing pipelines, collaboration, social value.

Social Values

In accordance with both the Council's Contract Procedure Rules and the Government's Construction Playbook (not compulsory for Local Authorities) Kirklees Council is committed to maximising social value through its contracts.

Through the procurement of the Delivery Partner for this scheme Kirklees Council will seek achieve evidence based Social Value benefits for local communities, based upon the National Themes, Outcomes and Measures (TOMs) as defined under the National Social Value Measurement Framework.

The scope of the Social Value to be sought through contract will continue to be developed in liaison with Procurement and Business & Skills colleagues but will focus on ensuring the Delivery Partner provides benefits which it wouldn't have provided otherwise. For instance, this can go beyond simply using the local supply chain (which can be beneficial for the contractor regardless), but to develop the skills of those suppliers to help them transition into regional suppliers. Likewise, contractors routinely have graduate and apprenticeship programmes meaning targets related to creation of such roles can be relatively easily met, instead we will seek the creation of additional roles to be included on the delivery of the contract this can be achieved through the specification target areas for recruitment, linked back to areas of high unemployment and/or deprivation. This will help to leave a positive legacy in the communities directly impacted by the scheme.

A copy of the draft Procurement Strategy and draft Social Values Strategy are attached to the bid. Both documents will be ratified by Cabinet in October 2022.

Who will lead on the procurement and contractor management on this bid and explain what expertise and skills do they have in managing procurements and contracts of this nature?

This scheme is being promoted by Kirklees Council, with the support of the West Yorkshire Combined Authority, South Yorkshire Mayoral Combined Authority, Network Rail, Northern, Barnsley Council, and the Rail North Partnership. The project will continue to be developed through close working with these partners.

For Mobility Hubs, the construction phases will be led by Kirklees and Barnsley Councils (highways works) and Northern Trains (station works). Highway works will be delivered through a suitable mechanism such as a national framework (i.e.

YORCivils2 / Yorkshire Highway Alliance Frameworks), through which both Kirklees and Barnsley can procure highways planning and improvement works. This includes the delivery of walking and cycling improvements, parking, and infrastructure improvements. This will enable the council to make a prompt start with delivery of the Mobility Hubs work within the 2022/23.

At Honley station, due to the more substantial upgrade works planned as part of the community hub facility, a procurement strategy will be developed with Northern and the Penistone Line Partnership that will include the design, operation, and management approach. This is because this is a complex site with proposals for a mixture of uses and major upgrade works, which necessitates a more targeted approach.

For Line Speed and Reliability Improvements the infrastructure works, it is expected that the delivery stage would be led by Network Rail. This will be confirmed at a project gateway review after the completion of the desktop study.

For the Infrastructure upgrades to facilitate delivery of schemes to assist with per two trains per hour in the future, it is expected that the construction stage would be led by Network Rail.

If the scheme progresses and further details concerning the design of the preferred option are determined, a procurement strategy would be developed which can include the design, operation, and management approach. Procurement approaches will be studied as part of the development of the Outline and Full Business Cases, and a value for money judgement taken between the project partners.

Depending on the form of the contracts, an assessment of the likely accounting treatment of the commercial structure would need to be undertaken. All potential suppliers for railway-related works will be expected to be signatories to the Network Rail Code of Conduct.

It is anticipated that consultancy support would be required in the below areas. In procuring these services, Kirklees Council will utilise existing framework contracts, for which it is has undertaken due diligence on suppliers.

- Legal
- Environmental Impact Assessment
- Engineering
- Transport Planning
- Economic Modelling and Cost Estimation
- Socio-economic analysis
- Land Use Planning
- Property Surveyors

Are you intending to outsource or sub-contract any other work on this bid to third parties?

Kirklees Council is a large multi-disciplinary local authority. Along with our neighbouring authorities and the West Yorkshire Combined Authority we can call on the expertise of many. However, inevitably we will have a skills-gap and/ or capacity

constraints. After carrying out a skills-gap analysis we will be able to identify the need for outsourcing. Kirklees Council is a large multi-disciplinary local authority. Along with our neighbouring authorities and the West Yorkshire Combined Authority we can call on the expertise of many. However, inevitably we will have a skills-gap and/ or capacity constraints. After carrying out a skills-gap analysis we will be able to identify the need for outsourcing.

1. **How are we going to select key suppliers / contractors?**

Using the most appropriate method of tendering including open tender, select tender list, frameworks, procurement routes (for example YORConsult2) available the Council will commission suppliers/contractors and select based on price, value for money, quality, experience, reliability, responsiveness and flexibility.

2. **How contracts will be effectively managed to ensure the desired outcomes are delivered, this should include the use of key performance indicators (KPI's)and other measures that will be used to drive quality.**

In relation to the development and implementation of KPI's, using a combination of lessons learned from previous commissions together with best practice a decision will be made on what to monitor and by whom. Once this has been decided we will

- Centralise the information and provide relevant access.
- Build in reviews, analyse the data, and report findings.
- Take appropriate action to protect the project.
- Optimise our contract monitoring

How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes

We will ensure that all key suppliers / contractors will have a performance baseline (productivity, quality criteria) written into the contract where it specifies the demands which the contractor must fulfil during project execution. Deadlines for specific work and dates for key milestones throughout the project life cycle will be stipulated and monitored.

Inevitably on a project of this size and magnitude risks will constantly change during project execution. The Project Team will be ever alert to such situations to keep risk management under control. The agenda of any supplier/contractor meeting will always include a review of the current risk management.

We will create better working relationships with all suppliers / contractors by employing good management practices and utilising effective legal support. This will ensure that the Project Leader will have a heightened awareness of the possible risks and their consequences, be it for the project and/or the company. Awareness of risks in the project will be our first step towards acting to avoid them.

Set out how you plan to deliver the bid

A full copy of the draft Project Initiation Document is appended to this submission, which includes an outline of the Project Plan, Risk Register, and Assurance Framework. The key timescales and decision points are contained within the Project Plan.

Kirklees Council and its project partners have extensive experience in developing, promoting, and implementing major infrastructure projects. In developing this delivery plan, it is assumed that funding sources will be provided to develop the schemes to delivery, and that any major upgrade works could be delivered through orders made under the Transport and Works Act 1992.

Should the scheme be developed further, more detailed plans will be developed and subject to further assurance and a Quantified Risk Assessment to further improve forecast costs. At this stage, some aspects of the work carry a high risk and so an optimism bias for non-standard engineering projects has been applied.

The development of the project will be overseen by a multi-agency Steering Group, with invited representatives from:

- Kirklees Council
- West Yorkshire Combined Authority
- Sheffield Yorkshire Mayoral Combined Authority
- Network Rail
- Northern
- Barnsley Council
- Penistone Line Partnership
- Transport for the North

Once each aspect of the schemes are at delivery stage, they will pass Kirklees, Barnsley, and Northern (Mobility Hubs), and Network Rail (Line Speed and Reliability Improvements, and Infrastructure Improvements to deliver performance benefits and two trains per hour in the future) who will act as delivery agencies. The milestones for delivery are included in the attached programme.

A draft engagement plan has been prepared for this project, based on the principles of close engagement with the community to realise benefits, and utilising co-design approaches where feasible. The project team will be largely responsible for engaging with stakeholders. Initial stakeholder engagement has already been undertaken and significant support for the project has already been identified. Details of extensive support for the scheme are attached to the bid.

The project will be managed with project controls with robust management and monitoring processes. This will facilitate continuous monitoring and accurate performance measurement, to ensure well-informed decisions. This will include:

- Governance meetings established where issues and risks are raised, discussed, and a management strategy agreed.
- Project reporting and performance dashboards are published, following definition with target audiences on content requirements and time of updates.

The need for formal powers or consents under the Transport and Works Act1992 for Improvements to facilitate two trains per hour will be defined as part of the work on the Outline Business Case. The works planned for Mobility Hubs will be undertaken within the ownership boundaries of the local highway authority and Network Rail, and accordingly no additional consents will be required.

Demonstrate that some bid activity can be delivered in 2022-23

Kirklees Council has continued working on these proposals since the Round 1bid was submitted in June 2021.

As this bid is formed of a number of elements / packages, the intention would be to commence implementation of the highways works to improve walking and cycling links to stations before 31st March 2023.

Risk Management: Set out your detailed risk assessment

The project risk will be managed according to best practice principles, and in accordance with the stage that each package element is at. As the project develops it will be subject to a Quantified Risk Assessment to further improve forecast costs and the economic appraisal. The key risks are contained in the attached draft risk register, but are summarised in Figure 27 and the Risk Register contained within the attached Project Initiation Document (PID).

Provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature

Kirklees Council has a dedicated Major Projects Service which employs 40staff and has the capacity and skills to develop and deliver major schemes.

The Major Projects Service is currently delivering over £250m of investment and have progressed several projects, at pace, through the West Yorkshire Combined Authority (WYCA) Outline Business Case assurance process. Manyof these projects are close to Full Business Case (FBC) submission, and we have one major project in the construction phase (A62 Smart Corridor).

The A62 Corridor forms part of the West Yorkshire Key Route network, it has a wide range of employment sites along its length and is flanked by residential areas to both sides. The project will deliver over 2km of cycle infrastructure together with bus journey time reductions, better links for pedestrians and significant areas of ‘grey’ road space ‘greened’ up through new tree planting. We have been successful in securing £943K grant funding from the European Regional Development Fund towards our ‘grey’ to ‘green’ ambition.

Another notable project, with components comparable to this LUF Bid, is our £75m A62 to Cooper Bridge improvement scheme that will deliver new road capacity to improve bus journey times and segregated cycle lanes. The scheme will require the widening of a river bridge, canal bridge, two railway bridges, and significant infrastructure diversions. Major Projects have engaged with Network Rail over several years and we are now moving into a detailed design and delivery phase for the widening of the two railway bridges. The highway scheme will be delivered

through a design and build process and we will be putting out a tender for this element in the next few months.

The Council has also delivered several off-road cycle routes over the last 10 to15 years, which have been integrated into the National Cycling Network. Manyof these have involved significant infrastructure works to tunnels, bridges and viaducts with one scheme requiring alterations to live track and the securing of a lease on network rail land.

Schemes similar to the work relating to Mobility Hubs and station access works include the TCF Early Wins ‘Better Connected Stations’ (Huddersfield and Dewsbury) package costing £2.5m. As part of these works, Kirklees Council has delivered walking and cycling enhancements that provide a step change in walking and cycling connectivity to and from Huddersfield and Dewsbury Rail Stations, other transport hubs and nearby regeneration sites. These interventions will significantly improve the passenger arrival and interchange experience at the gateways.

The Huddersfield Better Connected Stations has transformed the walking and cycling route between the bus and rail stations, through additional crossings(including new cycle crossings through complex junctions), way-marking, and pedestrian and cyclist safety enhancements, encouraging seamless interchange between the transport hubs. The scheme was constructed by Kirklees Council’s Highways Construction Service (DLO) and managed, designed and supervised by in-house specialist teams. It was also successfully delivered amidst an intensely challenging period involving two site stand-downs due to covid restrictions and involved a dedicated project steering group to resolve and determine contingencies for such challenges.

At Dewsbury Rail Station, walking and cycling enhancements at the western entrance have improved accessibility, bringing it up to the access standards of the main eastern entrance. Further interventions in the station itself, delivered in partnership with TransPennine Express, have created a more attractive environment for people arriving on foot and by bike, and with special mobility needs, improving the passenger experience and encouraging use of public transport. The partnering relationship between the Council and train operator, including co-working forums, was a particularly strong aspect of the project management case and delivery process.

Kirklees Council has also worked with Huddersfield University and West Yorkshire Combined Authority to determine and develop a package of Mobility Hub proposals related to expanding the range of mobility solutions and intermodal connectivity at transport hubs and stations. The council is furthering its evidence base through an ongoing research partnership with Huddersfield University, which will also allow Outline and Full Business Cases to be developed for future Mobility Hubs proposals.

Alongside this, the Council is also managing the interface with Network rail for the Transpennine Rail Upgrade. As part of this work, Kirklees Council have developed a strong partnership with Network Rail primarily due to Huddersfield’s position at the ‘coal face’ of W3 section of the Transpennine Route Upgrade project, within the District. For the past three years, NR and Kirklees have been actively collaborating

from the early engagement activities, through the TWAO inquiry itself and up to present whereby Kirklees is priming itself imminently for construction activity at Huddersfield Station and other key locations within the District.

On an operational level, the Council has developed a dedicated team of project managers and officers who were established initially to provide feedback to the TWAO submission document. The function of this dedicated team expanded in scope due to an expedient requirement to mitigate and resolve issues the Council had with the submission to enable the Council to withdraw its deemed objection to the scheme. A series of negotiation workshops were held over the summer 2021 to resolve issues relating to highways, planning, landscape, property, environmental health, flooding and property with NR's dedicated team of project managers and consultants in the relevant fields. The negotiations culminated in the production of three legal agreements between the Council and NR, a Statement of Common Ground and an agreed final list of planning conditions. As a result, the Council were able to withdraw their objection and fully supported the TRU scheme. Since the inquiry, a series of working groups have been established with Network Rail colleagues along the same themes to help plan and prepare the Council for the imminent disruption the construction will cause. This established foundation of a strong working relationship with Network Rail will be critical to the Council for the 10-year duration of the project.

On a strategic and regional level, Kirklees Council has been actively encouraged by Network Rail to participate in governance planning along with other key stakeholders. From programme level meetings focusing on key operational issues to strategic co-ordination groups with key stakeholders in the region, Kirklees and Network Rail's working collaboration goes from strength to strength. Kirklees recently participated in a TRU Stakeholder Conference and TRU stakeholder forum hosted by Transport for the North, whereby the relationship now extends to a tripartite working arrangement with train operators to find not only short-term solutions such as locations for replacement bus services in the town but key development opportunities based on last mile connectivity and placemaking principles.

Set out what governance procedures will be put in place to manage the grant and project

In addition to our financial regulations, we will follow the principles of the West Yorkshire Combined Authority Assurance Framework, available here, sets out the arrangements that the Combined Authority has in place to ensure that public money is managed effectively. It explains how the Combined Authority identify, appraise, and evaluate schemes to achieve value for money. The Assurance Framework covers expenditure on programme and schemes funded by Government or local sources in the Leeds City Region.

The purpose of the Assurance Framework is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of outcomes and ambitions of the Combined Authority. Its focus is to ensure that necessary practices and standards are implemented to provide HM Government, the Combined Authority, the LEP and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money.

The Assurance Framework sets out the arrangements covering:

- Governance (Section 3)
- Decision Making (Section 4)
- Transparency and Accountability (Section 5)
- Local Engagement and Partnership Working (Section 6)
- Assurance around Programme and Project Delivery (Section 7)
- Monitoring and Evaluation (Section 8)

The Seven Principles of Public Life (the Nolan principles) underpin the Assurance Framework to ensure that the Combined Authority, their Members and Officers are upholding the highest standards of conduct and ensuring robust stewardship of the resources they have at their disposal.

The Assurance Framework will be applied to the LUF2 Programme and its constituent projects. The figure below is taken from the current Assurance Framework and illustrates the three-stage system for project control to deliver value for money in a transparent and accountable way. Each stage is made up of a number of activities contained within Figure 28.

Section 7 of the Assurance Framework outlines how it is used in the development and delivery of project and programme investments, covering the various stages and activities, how the appraisal is undertaken, and independence maintained, the decision making process and the controls on approvals put in place.

The Assurance Framework is a key mechanism to ensure that robust systems and processes are in place to support the developing confidence in delegating funding from Government to the Combined Authority. The Assurance Framework is viewed as an essential part of good practice and of the development of a mature partnership that can increasingly be trusted by the public and by Government for the Combined Authority to make its own investment decisions.

The Assurance Framework, which was established in 2014, was assessed and endorsed by Government in February 2021, as part of the devolution settlement, with comments made that it was of high quality and an exemplar framework.

Programme Board

A Programme Board with SRO will be established to oversee the LUF2Programme. Any submission to the Assurance Process must be endorsed by the Programme Board to ensure it aligns with the Levelling Up Fund objectives and funding requirements. Depending on the approvals granted through the Assurance Framework, powers may be delegated to the Programme Board, with set parameters and tolerances, to operate the LUF2 Programme, however individual projects will still be subject to review through the Assurance process during their lifecycle.

Parallel approvals will also be required from partner council executive boards, including approvals of any matched funding. Each partner council in its capacity as highway, transport or planning authority will, through its executive board, consider the strategic investment decisions, providing appropriate endorsement to strategic

decision making and proposals and to ensure appropriate elected member input to the development and delivery of schemes. All partners are familiar with this twin-tracking approvals approach for Combined Authority managed funding and has been successfully utilised to date.

Quality Management

The Quality Management function will be based around a Quality Management Strategy that includes a Quality Panel Process that will support the wider decision-making processes of the WY Combined Authority Assurance Framework detailed in Figure 29.

The quality management process brings the following benefits:

- Support to delivering Partners on quality in developing their schemes
- Provides a mechanism to highlight potential quality issues at an early stage of the development of a scheme
- Work together to identify solutions for areas where challenges exist to deliver a solution in line with the standards
- Minimise rework, therefore reducing development cost and time
- Sharing of best practice and lessons learnt to support development of high-quality schemes
- No surprise at the assurance stage, with a position on design quality clear to the appraiser and decision makers.

If applicable, explain how you will cover the operational costs for the day-to-day management of the new asset / facility once it is complete to ensure project benefits are realised

The delivery of walking and cycling schemes on the existing highway will give rise to marginal additional revenue liability for capital renewals and maintenance, for which Kirklees Council are responsible for on-going maintenance as the Highways Authority.

These costs will be marginal relative to the Council's overall ongoing highway maintenance and operations responsibilities due to the small increase in highway assets created by the schemes, relative to the significant extent of the Councils existing highway network. These costs have not been included in the overall capital cost estimates, as they will be covered by the Highway Authorities maintenance and operations budget most of which is granted by West Yorkshire Combined Authority.

The on-going maintenance and operation costs of Mobility Hubs are the responsibility of the Combined Authority and will be covered by the Combined Authority's maintenance and operations budget. It has been confirmed by WYCA that a limited revenue budget will be available for the operation of Mobility Hubs.

Improvements to infrastructure on the railway will give rise to a marginal additional revenue liability for capital renewals and maintenance, for which Network Rail are responsible for on-going maintenance.

Upload further information(optional)

Set out proportionate plans for monitoring and evaluation

The approach taken for Monitoring and Evaluation of the project has been driven by best practice guidance and the key object of the evaluation will be to monitor the progress of the scheme against standard measures outlined in previous DfT guidance at key stages. Kirklees Council will fund monitoring and evaluation in- kind.

The following measures (covering inputs, outputs, outcomes and impacts) will be monitored as part of the project:

- Scheme build
- Delivered scheme• Costs
- Scheme objectives• Travel demand
- Travel times and reliability of travel times
- Impacts on the economy
- Carbon impacts

The monitoring and evaluation plan is designed to determine whether the scheme:

- Is delivered effectively and efficiently
- The causal effect of the scheme on the anticipated outcomes and whether these have contributed to the intended impacts
- Has realised any unintended affects (positive or negative)

The objective of the evaluation is to monitor the progress of the scheme against standard measures outlined in DfT guidance and additional measures(noise, local air quality and accidents) at key stages. The summary below proposes the indicators to be used to assess the effectiveness of the scheme against the objectives.

The evaluation of the project requires a comprehensive, integrated research approach in order to carry out all the components, which include analysis of contextual factors, scheme delivery and impact evaluation. The evaluation will be locally focussed and will clearly highlight how the rail scheme is performing. It will provide outcomes to guide all parties to improve the future delivery of schemes. The evaluation will utilise knowledge and information from within the promoters organisation and Network Rail and use this evidence to identify and test the expectations stakeholders have from the exercise; ensuring all key elements and requirements are covered.

Ultimately the evaluation will support the promoters understanding of their wider transport objectives and leave behind a strong evidence base for further development of the transport networks. There will be a 3 stage approach being adopted for this project – Stage one will report on the delivery of the infrastructure, Stage 2 post scheme operation and Stage 3 a five year period following service delivery.

The logic map shows the causal links between the context, inputs, outputs, outcomes and impacts of the scheme and helps to focus where the evaluation assessment should be focused.

The data collection and analysis of the standard monitoring measures and the fuller monitoring requirements, stakeholder involvement and scheme build results will all contribute to answering key research questions relating to the performance of the scheme throughout each of the different stages (context, input, output, outcomes and impacts). The following research questions will be used as a measure to monitor and evaluate each stage of the project:

Context:

- Is the Context in terms of the Levelling Up agenda that justifies this investment still valid?
- Are the Levelling Up aspirations realistic and achievable?
- Is the local rail network in need of major investment?

Inputs:

- Has the scope of works been designed to be effective for improving reliability and service quality?
- Have the Mobility Hub waiting environments met best practice quality standards?
- Have contracts been agreed to deliver enhanced waiting environments at local stations and better passenger information?

Outputs:

- Has the infrastructure been delivered and is it working?
- Has the scheme improved passenger waiting environments, service frequency, reliability and performance and reduced carbon emissions and congestion?
- Has the Train operating Company delivered the improved rail services and units?

Outcomes:

- Has accessibility improved to key strategic employment sites and Town Centres?
- Has the number of rail users in the scheme area increased?
- Has the number of cars entering Huddersfield, Barnsley, and Sheffield deceased?
- Have behavioural changes taken place in terms of walking and cycling(access to stations)?

Impact:

- Has the scheme helped contribute to sustainable Economic Growth in West and South Yorkshire?
- Has the scheme contributed to reduced congestion on key corridors and lower Nitrogen Dioxide levels in AQMA areas on the route?
- Has the scheme given a kick start to the areas public transport network and has this led to an uptake on other local rail routes?
- Do people now like or use public transport when they didn’t previously because of this investment? In accordance with the DfT's Monitoring and Evaluation Framework, evaluation questions will be split into the following three assessments elements:• Process Evaluation: How was the scheme

delivered? This covers the processes by which the scheme was implemented and has been undertaken.
- Impact Evaluation: What difference has the scheme made? This requires an assessment of the outcomes and impacts generated by the scheme.
- Economic Evaluation: Have the benefits justified the costs? An assessment will be made on whether the costs of the scheme have been outweighed by the benefits.

The evaluation methodology for each of the above will be tailored to the specific context of the scheme and intends to demonstrate, at discrete points in time, the performance of the scheme development and implementation against its own objectives and in support of wider objectives.

Senior Responsible Owner Declaration

Upload pro forma 7 - Senior Responsible Owner Declaration LUF Round 2 Pro formas V6.1 Proforma 7.pdf

Chief Finance Officer Declaration

Upload pro forma 8 - Chief Finance Officer Declaration signed proforma 8 - Penistone - R2LUF.pdf

Publishing

URL of website where this bid will be published www.kirklees.gov.uk

Additional attachments

Additional file attachment 1Upload attachment2022 Kirklees Council Draft Procurement Strategy v9.pdf**Additional file attachment 2Upload attachment**2022 Kirklees Draft Social Value Policy and Procurement Strategy.pdf **Additional file attachment 3Upload attachment** Fibre deployments on the railway LUF R2 Costs.xlsx **Additional file attachment 4Upload attachment** Kirklees Council - Integrated impact assessment Stage 1.xlsx **Additional file attachment 5Upload attachment** West Yorkshire Assurance Framework.pdf **Additional file attachment 6Upload attachment** Letter of Support General.pdf **Additional file attachment 7Upload attachment** Letter of Support WY Mayor.pdf **Additional file attachment 8Upload attachment** Letter of Support Miriam Cates MP Penistone.pdf **Additional file attachment 9Upload attachment** Letter of Support Gill Furniss MP.pdf **Additional file attachment 10Upload attachment** Letter of Support Barnsley MBC.pdf **Additional file attachment 11Upload attachment** SLC Rail Project 2 - 3 Costs.pdf **Additional file attachment 12Upload attachment** Kirklees Mobility Hubs_tech note 170622.pdf**Additional file attachment 13Upload attachment** Package Project 1 - Fibre.pptx **Additional file attachment 14Upload attachment** LUF_transport_business_case_checklist v0.1.pdf**Additional file attachment 15Upload attachment** Penistone Line Study - Updated Report v0.04.pdf**Additional file attachment 16Upload attachment** Penistone Rail Line Upgrade LUF2 Project Engagement Plan.pdf **Additional file attachment 17Upload attachment** Penistone Rail Line Upgrade - Figures for Portal Responses.pdf **Additional file attachment 18Upload attachment** Letter of Support Northern Trains.pdf **Additional file attachment 19Upload attachment** Integrated Assurance and Approval Plan - Penistone Line LUF.pdf **Additional file attachment 20Upload attachment** Station

Locations and Constituency Split.xlsx **Additional file attachment 21Upload attachment** PID inc Project Plan and Risk Register - Penistone Line Round 2 LUF.pdf **Additional file attachment 22Upload attachment** Acronyms - Bid Portal Submission.pdf **Additional file attachment 23Upload attachment** Outline Programme and Project Delivery Plan.xlsx **Additional file attachment 24Upload attachment** LUF Round 2 Compliance Checklist .pdf

Project 1 Name

Mobility Hubs & Fibre

Provide a short description of this project

This project focuses on improvements to access to and from Penistone Line stations and delivers fibre to the rail industry, rail users and potential to deliver gigabit capable broadband into local communities via Project Reach.

The impacts of this scheme will be to improve the passenger end-to-end experience of travelling by more sustainable means, improve the quality of stations and make them nicer places to wait, improve access by non-car modes, and encourage the use of the train by making it easier to access the station. This maximises the opportunity of the overall scheme to reduce carbon emissions and improve access to employment, education, healthcare and leisure.

All projects under this LUF Bid have common objectives and are mutually supportive thus, this package of bids delivers greater benefits than the individual projects would achieve in isolation. The package of bids will deliver a step-change in the quality, and reliability of rail services on the route, through the provision of seamless end to end journeys.

Provide a more detailed overview of the project

Summary of works as follows:

- Improvements to the pedestrian environment outside of stations and on approaching routes (all stations)
- CCTV and better lighting on access routes and on platforms (all stations)
- Cycle route improvements (all stations)
- Bus stop improvements including refreshing existing information, shelters, and seating at stops within 500m of each station, and providing real time information (all stations)
- New or upgraded waiting shelters and platform seating (all stations)
- New or upgraded cycle parking (all stations)
- Formalised drop off facilities (all stations)
- Electric vehicle charging points (some stations – to be decided with rail operator)
- Car Club parking bays (all stations)
- New community hub and level access facilities (Honley station)
- Improvements to the Transpennine Trail (Stocksmoor and Shepley stations)

Together, these schemes will make the stations accessible, through investment in walking and cycling routes, bus infrastructure, drop off and parking facilities, as well as facilitating shared use modes of transport.

Work to develop the Mobility Hubs will also include the delivery of fibre broadband connectivity to these stations. Though separate agreements with Network Rail Commercial Operators, this work will also benefit the wider community through the delivery of gigabit capable broadband to communities with relatively poor connectivity.

This package of measures goes hand in with the other packages of works to improve the performance and reliability of train services on the route and supports the future aspiration to operate a half hourly service across the route.

Provide a short description of the area where the investment will take place for this project

This project covers stations and surrounding communities along the Penistone Line at Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Silkstone Common, Penistone and Dodworth stations. Lockwood and Berry Brow stations are located within the built up area of Huddersfield. All other stations are located within primarily rural areas of Kirklees and Barnsley, with the exception of Penistone and Dodworth that are located in small towns. The areas range from relatively prosperous rural areas, to urban areas which are more deprived.

A map showing the route of the Penistone Line is attached to the bid.

Transport project location details for this project

See previous question.

A plan is attached to the bid which identifies the route of the proposed scheme including development sites.

A list detailing the coordinates, post code of each station, parliamentary constituency and Local Authority is attached to the bid.

Expenditure in respective Local Authority areas is as follows:

- 87% Kirklees Council (WYCA)
- 13% Barnsley Council (SYMCA)

Further location details for this project

Project location 1
Postcode HD8 8RX
Grid reference See attached
Upload GIS/map file (optional) Penistone Rail Line Upgrade Scheme Map.pdf
% of project investment in this location 26%

Select the constituencies covered by this project

Project constituency 1

Select constituency Huddersfield
Estimate the percentage of this package project invested in this constituency13%

Project constituency 2

Select constituency Penistone and Stocksbridge **Estimate the percentage of this package project invested in this constituency**13%

Project constituency 3

Select constituency Dewsbury
Estimate the percentage of this package project invested in this constituency 37%

Project constituency 4

Select constituency Colne Valley
Estimate the percentage of this package project invested in this constituency 37%

Select the local authorities / NI councils covered by this project

Project local authority 1

Select local authority Kirklees
Estimate the percentage of this package project invested in this Local Authority 87%

Project local authority 2

Select local authority Barnsley
Estimate the percentage of this package project invested in this Local Authority13%

What is the total grant requested from LUF for this project?

£12697500

What is the proportion of funding requested for each of the Fund's three investment themes?
Regeneration and Town Centre 0%
Cultural 0%
Transport 100%

Confirm the value of match funding secured for the component project

£0

Provide details of all the sources of match funding within your bid for this component project

Funding to be secured via Network Rail (Project Reach) to install 'meet me ‘points to enable local telecom providers access to gigabit capable broadband.

Value for money

Mobility Hubs will help to improve air quality and reduce carbon emissions by encouraging active travel and the use of electric vehicles. The impact on air quality will be particularly important in Huddersfield, where the town centre is covered by an Air Quality Management Area. They offer ultra-low emission transport through integration with public transport networks which will also increase public transport use.

As well as Huddersfield Town Centre, the Sheffield City Region is covered by an AQMA. Traffic into the city utilises many of the roads that compete with the Penistone Line services. Encouraging modal shift would therefore help improve air quality in the AQMA.

The scheme will improve accessibility of stations and in communities by non-car modes of transport. This will improve access for socially disadvantaged groups who are less likely to own a car. It will also reduce transport poverty.

The network hubs along the line will deliver economic benefit over a wide range of metrics, helping business and commuters to connect with their markets and employees, providing health benefits, providing direct employment opportunities. These benefits will be delivered across all social groups.

Encouraging modal shift (particularly to active travel) will reduce congestion and improve the reliability and predictability of journey times. This will unlock capacity to accommodate new housing and also help to ensure that development sites can be considered to be sustainable.

Installation of fibre alongside the railway which will improve train performance, safety and onboard connectivity (allowing passengers to work and stream movies etc) and allow for the future introduction of digital signalling (European Train Control System).

Additionally, the scheme could also be used by commercial operators to provide high speed gigabit capable broadband along the route to villages such as Denby Dale and Penistone, where connectivity is currently poor.

Poor connectivity in rural areas is commonplace; the boundary between West Yorkshire and South Yorkshire is no exception. The area known as the Dearne Valley is located in both Kirklees and Barnsley controlled local authority areas. It is part of BDUK’s Project Gigabit (Procurement Lot 8) to consider a state aid intervention due to poor connectivity and the un-commercial nature of the area. See attachment detailing digital connectivity.

Digitally isolated, these areas can struggle to enable home working, frustrate business and hamper economic growth. Remote health consultations are not easy, or even possible to conduct; access to good quality internet can make it difficult for

students to research for their studies; for job-seekers to find work and whilst not essential, it makes streaming films or gaming online an unpleasant or impossible experience.

Whilst most Council services tend to be run via fibre broadband, however Penistone which is part of the Barnsley local authority area, Council Servicesare running on a fixed wireless access solution due to an otherwise poor copper line connection. Bringing a gigabit broadband connection to this rural market town would immediately allow for the improvement of connectivity for Council Services. The step change to gigabit capable broadband would also be a significant improvement for the residents and businesses of the area.

Further information on the scheme can be found here –

Network Rail invites £1bn private sector investment in telecoms - Network Rail-Source - https://www.networkrail.co.uk/stories/network-rail-invites-1bn-private-sector-investment-in-telecoms/

BCR and value assessment

If it is not possible to provide an overall BCR for your package bid, explain why below

Due to the early stage of development of the overall project, and the significant impact of other aspects of the work on the overall business case, a value for money assessment of Mobility Hubs has not been undertaken. Evidence from other Mobility Hubs delivered elsewhere has indicated that there is a strong value for money case in delivering such hubs.

In the Leeds City Region Future Mobility Zone Fund bid it states that an integrated approach to Mobility Hubs will influence the design of the next generation of mobility street furniture developed by commercial entities, ultimately influencing the look and feel of transportation right across the SkyTrough an agglomeration of functions at the Mobility Hubs it is conceivable that next generation retail kiosks, working spaces, medical hubs etc. could all result from our approach.

Proposed schemes have been benchmarked against similar schemes in East Fife and Plymouth. In Plymouth the PV benefits of a Mobility Hub project being delivered through a Transforming Cities Fund bid was £16.539m, against a PV cost of £7.967m. This gave an overall BCR of 2.08. This work has also been benchmarked against recent scheme in East Fife which gave a BCR of between 1.3 and 5.3. See attached report.

Benefit Cost Ratios

Initial BCR2.08**Adjusted BCR**2.08

Non-monetised benefits for this project

The following benefits of Mobility Hubs have been identified and assessed as part of the business case evidence:

- Reduced congestion and improved air quality
- Modal shift from car to sustainable transport modes
- Improved accessibility
- Improved public realm
- Improved safety
- Reducing emissions

The benefits assess for this scheme have been benchmarked against the business case for Mobility Hubs recently developed for three locations in East Fife by Steer and a scheme in Plymouth. Similar benefits are expected to be achieved for Mobility Hubs at Lockwood, Honley, Denby Dale and Penistone railway stations, as the railway station demand and catchment population are similar to the locations in East Fife.

Overall expected benefits of Mobility Hubs are summarised in in the attached planning workbook. It should be noted that there are limited examples of Mobility Hubs implemented in the UK, and not much evidence about the expected benefits of the hubs has been collected to date. As such, international examples from Europe and North America have also been used as part of a literature review to inform the future development of Mobility Hubs.

Reduced congestion and improved air quality: Bringing shared mobility and public transport modes together increases the collective appeal of the services and enables seamless access to different transport choices providing an attractive alternative to private car travel and helping tackle congestion and air quality issues in the area.

As an example, the city of Bremen which has over 40 Mobility Hubs of different sizes has removed over 6,000 cars off road and has seen a higher reduction in traffic compared to other German cities which is attributed in part to its policy of having different sustainable transport choices such as shared bikes and cycle parking at the same hub as car clubs.

Modal shift from car to sustainable transport modes: In the city of Austin USA, a new community Mobility Hub was introduced to improve integration where residents drove private cars to the public transport nodes. After the introduction of shared mobility and placemaking improvements around the hub, respondents walked more and drove less. Walk trips increased by 25%, dwell times increased by 144% and self-reported car mode-share decreased by 39% which demonstrates increased health benefits associated with using active modes more frequently as well as economic benefits from higher dwell time leading to more use of local facilities, cafes and shops. Data also suggested that trips using e-scooters and bikes have replaced more car trips than public transport or walking trips.

Improved accessibility: It is possible for Mobility Hubs to provide space for adapted and inclusive modes as part of overall transport solutions.

In addition, availability of different transport choices at a Mobility Hub improves first and last mile connectivity particularly for users without an access to a car and increases access to education and/or employment therefore assisting with the objectives of improving accessibility of transport services.

Improved public realm: Alongside offering alternative options to reduce private car travel, availability of innovative non-mobility services such as information pillars, parcel lockers, wi-fi, cafes and shops creates an attractive public place and enhances the quality of life in locations which would otherwise have been used as a car park. The Hubs for Hello Bikeshare scheme in Amsterdam demonstrated that the stations with a clear sign and user-information (via a pillar) had around 28% more users than stations with no branding or information.

Improved safety: Mobility Hubs by design offer a safer and more comfortable dwell time which will lead to improved access for more vulnerable users.

Reducing emissions: Mobility Hubs have the potential to positively contribute to climate and air pollution targets by reducing the number of vehicles/cars on roads, lowering use and car ownership rates among users, and supporting the shift of trips to environmentally friendly modes of transport such as cycling.

Pure EVs are zero polluting vehicles compared to an average UK car that emits 150g of CO_2 per km. The 2016 Public attitudes to EVs survey by DfT found that 82% of driving licence holders in the UK think reliability of charging network is an important factor for EV purchase. Therefore, availability of EV charge points at visible locations such as Mobility Hubs can support car owners with transition to EVs. This will also allow car club providers to include EVs in their fleet at the Hubs.

Does this project include plans for some LUF grant expenditure in 2022-23?

Yes

Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

Demonstrate that activity for this project can be delivered in 2022-23

To deliver Mobility Hubs and fibre necessitates delivery in four discrete phases, that will enable rapid delivery in line with funding requirements, specifically with the requirement to deliver Levelling Up Fund projects during the 2022/23financial year. These phases are described in more detail below.

Co-design

Taking place between November 2022 and March 2023, this phase will work with local stakeholders and communities to identify the types of improvements that they wish to see delivered at their local stations. A core element of the Mobility Hub concept in West Yorkshire is that they should represent the places where they are located, and Penistone Line communities have a strong local identity. Furthermore, the work of the Penistone Line Partnership and its Station Adoption Groups has engendered a spirit of community ownership of their stations.

It is planned that there will be a series of co-design sessions with communities and hard to reach groups around Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, and Denby Dale stations. These sessions will aim to develop a long list of projects that could be delivered to make the stations true hubs of their communities. The following format is anticipated:

- Mapping of key journeys. Participants will map out the key journeys taken by them and local people, whether this be by train or not. This will develop our understanding of the key routes that people take. This will be on a map that will include local destinations, as well as destinations further afield.
- Mapping of barriers. On these journeys, participants will map where problems occur, and what types of problems they are (for example safety issues). If there is evidence of these problems, for example Police crime statistics, then they will be referenced.
- Mapping potential solutions. A series of different types of solution will then be presented. Participants can then indicate their preferences for different types of solutions in different areas. These solutions will then form a long list of potential schemes.

Following the events, for each station the different solutions recommended through the co-design sessions will be shortlisted against policy and delivery criteria. These shortlisted schemes will then form an action plan for each station. At this stage, there will be a Gateway review, and detailed project planning will take place for delivery.

On-highway works

Following the completion of the co-design stage, Kirklees Council will progress to the delivery of works on highway land. These works will likely consist of the following:

- Improvement of walking and cycling routes between the stations and key local destinations
- Improvements to bus stops and waiting facilities, including real time screens
- Installation of cycle parking
- Provision of car club bays
- Provision of electric vehicle charging points
- Improvements to CCTV and lighting

During 2022/23, the focus will be on delivering quick wins in terms of infrastructure improvements, that can be delivered through temporary traffic orders or minor highway works. The nature of these schemes will be determined through the co-design stage, but this could include:

- Emergency traffic orders to deliver pop-up cycle infrastructure and filtered permeability on key routes to the stations
- Re-lining parking restrictions and waiting areas
- Traffic orders and lining of new car club bays
- Minor maintenance work such as pothole repair and re-pointing kerb lines

From 2023 onwards, the more substantial highway works will be completed. This is likely to consist of the following works:

Major works

For the larger projects of station access improvements and a new community facility at Honley station during 2023/24, the focus will be on investigation works. Building surveyors will be appointed to identify structural issues with the building. Whilst a previous survey undertaken in 2015 identified no major structural issues, this work needs to be completed again. Furthermore, a review of land ownership in the area will also be undertaken. At this stage, gateway review will be undertaken to decide upon next steps, and the viability of continuing with the project. Should the work proceed, the next stage will be planned in detail.

During 2022/23, feasibility works will be undertaken to identify level access issues at each station along the Penistone Line, as well as potential designs and costs for remediation works. This will be scoped with Northern, with the view to procure specialist contractors to undertake this feasibility work. Each potential scheme will be prioritised in accordance with established need, anticipated costs, and fit with the wider plans for improving the stations as Mobility Hubs. At this stage, a Gateway Review will be undertaken to determine delivery priorities.

Fibre

This element of the work will be managed and delivered by Network Rail under Project Reach, following the same process applied to the successful pilot project between York, Leeds, Huddersfield and Manchester.

Statutory Powers and Consents

List separately below each power/consents etc. obtained for this project N/A
Upload content documents(optional)

Outstanding statutory powers/consents

The statutory procedures that would need to be followed will depend on the types of schemes that would be identified with the community through the co-design process. On highways, a number of traffic order processes could be utilised for delivery. The most common of which are detailed below.

Temporary Traffic Regulation Orders. These are made under the Road Traffic Regulation Act 1984, and can take up to 12 weeks to process. A consultation process is undertaken with the police, emergency and other services. The public must be notified by advertisement in the local press. Anyone applying for a TTRO is also required to notify the public in advance by local advance signing of the works and also by letter. These govern changes to the highway that govern or restrict traffic, including parking, cycle lanes, one-way streets, banned turns, and bus lanes. Local authorities also have the powers to make Temporary Traffic Orders where these are needed without delay, for up to 21 days.

Traffic Regulation Orders. These are made using the same process as Temporary Traffic Regulation Orders, but changes on the highway are not timebound and are expected to be permanent.

It is also anticipated that the more significant elements of the scheme, notably provision of the Community Hub at Honley and more substantial level access improvements at stations, may require planning permission. In the case of the community hub, this would be a change of use application. This formal process should take 12 weeks from application verification to decision, however a period of engagement with planning officers over the principles of the scheme prior to the application being submitted will likely be required. This is anticipated to take at least 3 months.

Project 2 Name

Line Speed and Reliability Improvements

Provide a short description of this project

Line Speed improvements along the Penistone Line will improve the reliability and performance of services on the route. These improvements will increase line speeds on the section of route between Denby Dale and Penistone from50mph to 60mph by moving signals and making safety improvements to level crossings.

Provide a more detailed overview of the project

Following consultation and study work with our partners at Network Rail, it was identified there would be both operational and performance benefits through increasing line speeds on the section of route between Denby Dale and Penistone. Modelling work identified that benefits would be limited on other sections of the route due to the close location of stations, which mean that higher running speeds are difficult to achieve.

This project would see line speeds increased from 50mph to 60mph on the section of route between Denby Dale and Penistone and forms a critical element of the future proposal to enhance capacity and contribute to reducing end-to-end journey times between Huddersfield and Sheffield.

The logic map detailed in Figure 14 shows that works to improve line speeds and reliability within existing infrastructure will lead to a more reliable and robust train service.

Faster line speeds will also assist with achieving the overall scheme objectives of reducing the overall end-to-end journey time and improve customer satisfaction through a more reliable train service. Improved reliability of services and shorter journey's will improve passenger confidence stimulating patronage growth.

All projects under this LUF Round 2 Bid have common objectives and are mutually supportive thus, this package of bids delivers greater benefits than the individual projects would achieve in isolation. The package of bids will deliver a step-change in the quality, and reliability of rail services on the route, through the provision of seamless end to end journeys.

Provide a short description of the area where the investment will take place for this project

This project covers the Penistone Line between Huddersfield and Barnsley, serving the communities of Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Silkstone Common, Penistone and Dodworth stations. Between Huddersfield and Berry Brow stations is the built up area of Huddersfield. All other stations are located within primarily rural areas of Kirklees and Barnsley, with the exception of Penistone and Dodworth that are located in small towns. The areas range from relatively prosperous rural areas, to urban areas which are more deprived.

Whilst the entire route will benefit from these works, the specific area for infrastructure investment is the 6.4km section of route between Denby Dale and Penistone where line speeds will increase from 50mph to 60mph. This section of route is in both the Kirklees and Barnsley administrative area.

Transport project location details for this project

See previous question. A plan is attached to the bid which identifies the route of the proposed scheme including development sites.

A list detailing the coordinates, post code of each station, parliamentary constituency and Local Authority is attached to the bid.

Expenditure in respective Local Authority areas is as follows:
Kirklees Council (WYCA) 26.2%
Barnsley Council (SYMCA) 73.8%

Further location details for this project

Project location 1

Postcode HD8 8RX
Grid reference See attached spreadsheet containing all grid references.
Upload GIS/map file (optional)
% of project investment in this location 26%

Project location 2

Postcode S36 6HL
Grid reference See attached
Upload GIS/map file (optional) Penistone Rail Line Upgrade Scheme Map.pdf
% of project investment in this location74%

Select the constituencies covered by this project

Project constituency 1

Select constituency Dewsbury
Estimate the percentage of this package project invested in this constituency 26%

Project constituency 2

Select constituency Penistone and Stocksbridge **Estimate the percentage of this package project invested in this constituency** 74%

Select the local authorities / NI councils covered by this project

Project local authority 1

Select local authority Kirklees
Estimate the percentage of this package project invested in this Local Authority 26%

Project local authority 2

Select local authority Barnsle**y Estimate the percentage of this package project invested in this Local Authority**74%

What is the total grant requested from LUF for this project?

£13570966

What is the proportion of funding requested for each of the Fund's three investment themes?

Regeneration and Town Centre 0%
Cultural 0%
Transport 100%

Confirm the value of match funding secured for the component project

£0

Provide details of all the sources of match funding within your bid for this component project

N/A

Value for money

This work will help to improve air quality and reduce carbon emissions by improving the reliability and journey time of the rail service. This will primarily through some modal shift on travel into the major urban areas of Huddersfield, Barnsley, and Sheffield through making the rail service a more attractive proposition.

As well as Huddersfield Town Centre, the Sheffield City Region is covered by an AQMA. Traffic into the city utilises many of the roads that compete with the Penistone Line services. Encouraging modal shift would therefore help improve air quality in the AQMA.

The scheme will improve accessibility of jobs and education for communities by non-car modes of transport, particularly when travelling end-to-end on the line. This will improve access for socially disadvantaged groups who are less likely to own a car. It will also reduce transport poverty.

This project will also support regeneration. Regeneration impacts from transport are generally associated with changes in accessibility – achieved via changes in journey times. There are likely to be beneficial regeneration effects from improved connectivity, especially for Barnsley, and it is considered likely that there will be a slight beneficial impact.

BCR and value assessment

If it is not possible to provide an overall BCR for your package bid, explain why below

The initial BCR for line-speed improvements is 0.52.

Wider Economic Benefits have not been estimated at this stage of scheme development and so there is no change for the Adjusted BCR, also at 0.52.

The revenue and benefits are sufficient to support up to £6.8m capital costs(2022 price base) whilst maintaining a BCR of 1.00. However, it has been estimated that line-speed improvements would require capital cost of£13,570,966 (including optimism bias).

It should however be recognised that this scheme supports delivery of the entire bid, which is estimated to have a BCR of 1.73. Additionally, the scheme supports future capacity enhancements which will facilitate a half hourly service and the additional benefits that will bring.

Benefit Cost Ratios

Initial BCR 0.52
Adjusted BCR 0.52

Non-monetised benefits for this project

The answer to this question is covered in the previous section where the range of impacts are set out.

Does this project include plans for some LUF grant expenditure in 2022-23?

Yes

Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

Demonstrate that activity for this project can be delivered in 2022-23

Northern Trains and Network Rail have also expressed support for the bid, including the delivery of this part of the work package.

Modelling work to assess the potential to increase line speeds on the Penistone Line has recently been completed by Network Rail. The assessment work undertaken to date has determined that the line speed could be increased between Denby Dale and Penistone from 50mph to 60mph.

An increase in line speed on this section of route would immediately produce reliability and resilience benefits and create the optimum conditions for future timetable changes which could release other benefits, such as:

- Reduced journey times
- Reduced costs of enhancements in future by providing a baseline of asset line speed capability
- Identify opportunities to increase shorter turn round times which currently impact on performance
- Provide the opportunity to use the infrastructure more productively, making optimal use of the existing infrastructure
- Provide opportunities to smooth out the line speed profile which will reduce the need for acceleration and deceleration, thereby saving fuel and reducing carbon emissions.

Detailed design work would be undertaken in 2022-23.

Statutory Powers and Consents List

separately below each power/consents etc. obtained for this project
None
Upload content documents(optional)

Outstanding statutory powers/consents

N/A

Project 3 Name

Heavy Infrastructure to deliver additional future capacity

Provide a short description of this project

Works to deliver new heavy rail infrastructure to double sections of the track are required to enhance the performance and reliability of existing services on the route.

This work also forms a critical component of the infrastructure required to deliver a half hourly service on the Penistone Line in the future.

Provide a more detailed overview of the Project

The specific areas for infrastructure investment where the track will be re-doubled are:

- Huddersfield - Lockwood (passing loop)
- Clayton West – Denby Dale

This work provide significant benefits to the performance and reliability of services across the route.

As detailed in the main document, this bid provides a ‘stepping stone’ to provide infrastructure that will contribute to the future introduction of a half hourly service. A future half hourly service will deliver a substantial benefit both through making the service more convenient and providing better opportunities for interchange to other regional and national services at Huddersfield, Barnsley and Sheffield.

Whilst the other two work packages play an important role in 'Levelling Up' the Penistone Line, it is the future increase of train frequencies across the route, toa half hourly service is the game-changing investment that will enable a step change for passengers along this strategic route.

All projects under this LUF Round 2 Bid have common objectives and are mutually supportive thus, this package of bids delivers greater benefits than the individual projects would achieve in isolation. The package of bids will deliver a step-change in the quality, and reliability of rail services on the route, through the provision of seamless end to end journeys. This package of measures goes hand in with the other packages of works to improve the performance and reliability of train services on the route and supports the future aspiration to operate a half hourly service across the route.

Provide a short description of the area where the investment will take place for this project

This project covers the Penistone Line between Huddersfield and Barnsley, serving the communities of Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Silkstone Common, Penistone and Dodworth stations. Between Huddersfield and Berry Brow stations is the built up area of Huddersfield. All other stations are located within primarily rural areas of Kirklees and Barnsley, with the exception of Penistone and Dodworth that are located in small towns. The areas range from relatively prosperous rural areas, to urban areas which are more deprived.

Whilst the entire route will benefit from these works, the specific area for infrastructure investment where track will be redoubled is between:

- Huddersfield – Lockwood
- Clayton West – Denby Dale

Transport project location details for this project

See previous question.

A plan is attached to the bid which identifies the route of the proposed scheme including development sites.

A list detailing the coordinates, post code of each station, parliamentary constituency and Local Authority is attached to the bid.

Expenditure in respective Local Authority areas is as follows:
100% Kirklees Council (WYCA)

Further location details for this project

Project location 1

Postcode HD8 8RX
Grid reference See attached Excel Spreadsheet with grid references

Upload GIS/map file (optional)
Penistone Rail Line Upgrade Scheme Map.pdf
% of project investment in this location 73%

Project location 2

Postcode HD1 3UB
Grid reference See attached Excel Spreadsheet with grid references
Upload GIS/map file (optional)% of project investment in this location 27%

Select the constituencies covered by this project

Project constituency 1

Select constituency Dewsbury
Estimate the percentage of this package project invested in this constituency73%
Project constituency 2Select constituency Colne Valley
Estimate the percentage of this package project invested in this constituency 27%

Select the local authorities / NI councils covered by this project

Project local authority 1Select local authority Kirklees **Estimate the percentage of this package project invested in this Local Authority**100%

What is the total grant requested from LUF for this project?

£21648656

What is the proportion of funding requested for each of the Fund's three investment themes?
Regeneration and Town Centre 0% **Cultural** 0% **Transport** 100%
Confirm the value of match funding secured for the component project £0

Provide details of all the sources of match funding within your bid for this component project N/A

Value for money

Following an increase in infrastructure costs, this Round 2 Bid acts as a 'stepping stone' to deliver our vision for a future half hourly rail service across the Penistone Line, whilst delivering noticeable short term improvements in the quality, speed and reliability of rail services on the route.

The installation of a passing loop between Huddersfield and Lockwood and redoubled track between Clayton West and Denby Dale will in the short term deliver a more robust timetable enhancing both the performance and reliability of existing train services.

Future investment of up to £68.5m is estimated for the creation of two further sections of double track between (1) Lockwood and Brockholes (2) Penistone and Dodsworth to support the future operation of a robust half hourly service across the route.

Delivery of this scheme will help to improve air quality and reduce carbon emissions by improving the reliability and journey time of the rail service. This will primarily be through some modal shift on travel into the major urban areas of Huddersfield, Barnsley, and Sheffield through making the rail service a more attractive proposition. As well as Huddersfield Town Centre, the Sheffield City Region is covered by an AQMA. Traffic into the city utilises many of the roads that compete with the Penistone Line services. Encouraging modal shift would therefore help improve air quality in the AQMA.

The scheme will improve accessibility of jobs and education for communities by non-car modes of transport, particularly when travelling end-to-end on the line. This will improve access for socially disadvantaged groups who are less likely to own a car. It will also reduce transport poverty.

This project will also support regeneration. Regeneration impacts from transport are generally associated with changes in accessibility – achieved via changes in journey times. There are likely to be beneficial regeneration effects from improved connectivity, especially for Barnsley, and it is considered likely that there will be a slight beneficial impact.

BCR and value assessment

If it is not possible to provide an overall BCR for your package bid, explain whereon

N/A - BCR provided below

Note: The initial BCR for this section of double tracking to improve performance is2.34. When combined with Line speed Improvements (Project 2), the BCR would be 2.03 and would offer a further improved service than double tracking without Line speed Improvements.

Wider Economic Benefits have not been estimated at this stage of scheme development and so there is no change for the Adjusted BCR, also at 2.34.

Benefit Cost Ratios

Initial BCR 2.34 **Adjusted BCR** 2.34

Non-monetised benefits for this project

The scheme is expected to have a slightly beneficial impact on regeneration, wider impacts, physical activity, security and access to services. Each of these are detailed in the Appraisal Summary Table.

Does this project include plans for some LUF grant expenditure in 2022-23?

Yes

Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

Demonstrate that activity for this project can be delivered in 2022-23

Development of full Scheme Outline Business Case

Statutory Powers and Consents List separately below each power/consents etc. obtained for this project

The full range of statutory powers required to deliver this substantial infrastructure upgrade will be further scoped as the Strategic Outline Business Case and Outline Business Case are developed. Based upon the experience of similar schemes, it is anticipated that the following powers may be required during the delivery of the project.

Upload content documents(optional)

Outstanding statutory powers/consents

The most significant, and appropriately the order with the most significant risk, is a Transport and Works Act Order. Made under the Transport and Works Act1992, it is the usual way of authorising a new railway or major transport scheme, except for nationally significant rail schemes in England which require development consent under the Planning Act 2008. The rules specify the documents which must be sent with an application. These vary according to the type of order being applied for. The typical documents needed for a proposal involving works are:

- a draft order and an explanatory memorandum
- a concise statement of the aims of the proposals
- a report summarising the consultations carried out by the applicant plans and cross sections
- an environmental statement
- a book of reference, including names of owners and occupiers of land to be bought compulsorily
- the estimated costs of the proposed works
- the funding arrangements.

The process for a Transport and Works Act order varies in timescale, typically in accordance with the scale of the scheme and the requirement to hold a Public Inquiry. This can range from 6 months to 18 months.

Where feasible, this infrastructure work will be carried out within the railway boundary, for which planning consent is assumed. This would negate the need for a Transport and Works Act Order. However, until further investigations are undertaken, this cannot be determined for certain.

The statutory procedures that would need to be followed will depend on the types of schemes that would be identified with the community through the co-design process. On highways, a number of traffic order processes could be utilised for delivery. The most common of which are detailed below.

Temporary Traffic Regulation Orders. These are made under the Road Traffic Regulation Act 1984, and can take up to 12 weeks to process. A consultation process is undertaken with the police, emergency and other services. The public must be notified by advertisement in the local press. Anyone applying for a TTRO is also required to notify the public in advance by local advance signing of the works

and also by letter. These govern changes to the highway that govern or restrict traffic, including parking, cycle lanes, one-way streets, banned turns, and bus lanes. Local authorities also have the powers to make Temporary Traffic Orders where these are needed without delay, for up to 21 days.

Traffic Regulation Orders. These are made using the same process as Temporary Traffic Regulation Orders, but changes on the highway are not timebound and are expected to be permanent.