FULL BUSINESS CASE

TCF Selby Station Gateway

December 2023

Applicant Details

Name of scheme:	**Transforming Cities Fund (TCF): Selby Station Gateway**
Scheme PMA Reference Code:	**DFT-TCF-018**
Business Case Stage	Full Business Case (Activity 4)
Location of scheme (including postcode):	The Selby Station Gateway Improvements are primarily centred around Selby Railway Station, located at Station Road, Selby, YO8 4NW, together with supporting packages within the surrounding area of Selby town centre which form the proposed TCF package. A scheme location map is provided in **Section 1.1**.
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Type of organisation:	Unitary Local Authority

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Combined Authority Lead / Programme Manager	[redacted] – West Yorkshire Combined Authority (WYCA)

Is any information in this form is considered exempt from release under Section 41 of the Freedom of Information Act 2000	**Yes**	**Yes (NYC has classed financial information relating to land assembly as commercially**

		confidential & rail data protected under an NDA)
	No	

Document Control

Version	Date	Author	Checked
		[redacted]	[redacted]
		[redacted]	[redacted]
		[redacted]	[redacted]

Certificate of Approvals

To be completed by Combined Authority staff:

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

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

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

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Glossary of Terms	
Acronym	**Full Title**
ASR	Appraisal Specification Report
AQMA	Air Quality Management Area
BCR	Benefit Cost Ratio
BRP	Benefits Realisation Plan
COBALT	Cost and Benefit to Accidents – Light Touch
EAR	Economic Appraisal Report
FBC	Full Business Case
FBC+	Full Business Case plus Costs
LCR	Leeds City Region
LTN1/20	Local Transport Note 1/20: Cycle Infrastructure Design
NPPF	National Planning Policy Framework
NPV	Net Present Value
NWR	Network Rail
NYC	North Yorkshire Council
PVB	Present Value of Benefits
PVC	Present Value of Costs
OAR	Options Assessment Report
OBC	Outline Business Case
QRA	Quantified Risk Assessment
SEP	Strategic Economic Plan
SDC	Selby District Council
TCF	Transforming Cities Fund
TPE	TransPennine Express
TRANSYT	Traffic Network and Isolated Intersection Study Tool
TRO	Traffic Regulation Order
WYCA	West Yorkshire Combined Authority

1. Scheme Summary

1.1 Scheme Description:

The scheme includes a number of transformative measures focused in and around Selby Station aimed towards driving modal shift from private car to more sustainable modes of transport by providing accessible, attractive, and cleaner travel alternatives, further ensuring planned local growth occurs in a sustainable manor. In light of the climate emergency declared by both the UK government and by NYC (July 2022), the scheme puts a focus on people and placemaking to support and attract further inward investment into Selby and working towards a Carbon-Zero Economy for the district and wider City Region through low carbon interventions in design and post scheme usage.

The Selby Station Gateway TCF scheme at OBC presented to the Combined Authority in April 2021 comprised of four key elements: the Selby Station Gateway and public realm upgrade, the Ousegate Active Travel Corridor, the Olympia Park Pedestrian and Cycle Bridge and the Eastern Station Access and Car Park. Following presentation of the scheme to PAT in June 2021, a decision was made by WYCA officers to descope the scheme to align with a £20 million TCF funding cap, reduce risk and explore opportunities to advance delivery. A revised OBC reflecting the descoped scheme was submitted to the Combined Authority in October 2021.

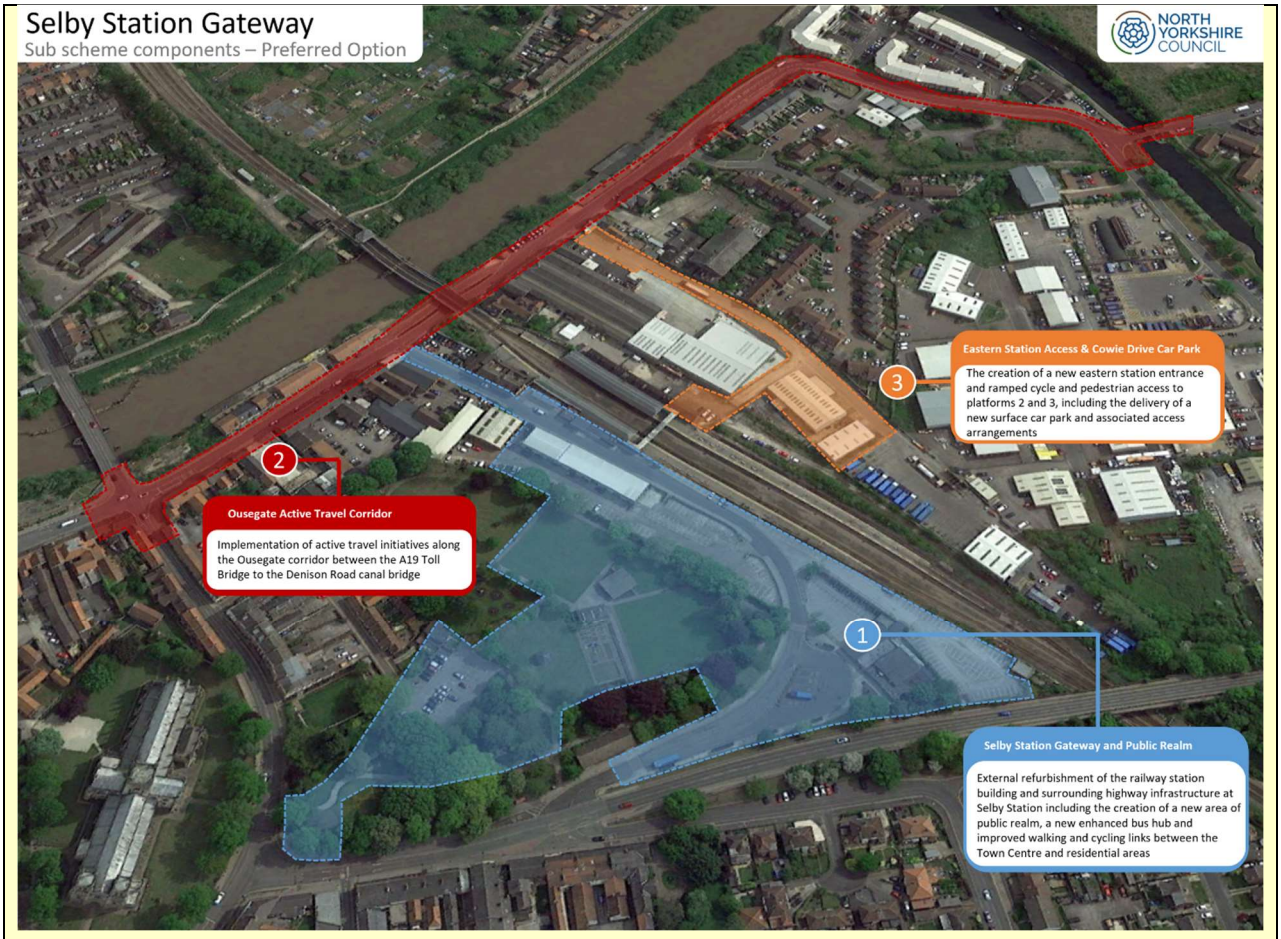
Since then, at FBC stage, further work has been undertaken to refine and value engineer the scheme based on the detailed cost estimates, carbon quantification and available funding, and in light of public and stakeholder feedback. This has resulted in some elements of the OBC scheme being descoped and/or scaled back; this is detailed in the Options Assessment Report (Appendix A).

The detailed designs presented in this FBC for the Selby Station Gateway scheme now comprise the following elements:

- Selby Station Gateway;
- Ousegate Active Travel Corridor; and
- Eastern Station Access.

A location plan showing the specific locations of these elements is provided below in **Figure 1-1 and** is followed by a breakdown of the interventions proposed. A full overview of the key design changes since OBC and rationale behind the changes is provided later in this section. A detailed summary is also provided in the updated Options Assessment Repot (Appendix A).

Figure 1-1: Selby Station Gateway scheme components



History of Design – SOC to OBC Stage

Following the original bid to the DfT and submission of the SOC to WYCA (then LCR), concept designs for each of the interventions were evaluated following the release of LTN/20 and receipt of topographic data. Designs were revised and the proposals were re-packaged based on key CSFs namely, deliverability, affordability, public acceptability, and buildability. An OBC for the revised Selby Station Gateway scheme was subsequently submitted in April 2021. The preferred option presented in the OBC, excluded the Olympia Park Bridge which was previously identified under the low and core funding scenario at SOC stage. Whilst the Olympia Park bridge remains an important strategic link between the Olympia Park development site and Selby station, alleviating the impact of the development on the transport network by encouraging users to travel sustainably, the proposed intervention was sifted and packaged for delivery under the OBC More Ambitious scenario due to funding and delivery constraints.

The preferred option presented comprised of the Selby Station Gateway and public realm upgrade, the Ousegate Active Travel Corridor, and the Eastern Station Access and Cowie Drive Car Park. The scheme supported by local members and officers would transform the area around Selby Station, through the delivery of £26.7m worth of improvements which will benefit residents, business, and visitors alike. The scheme is designed to enhance accessibility between the Station and wider town, by creating attractive active and public transport improvements to create cleaner alternative to car journeys and increase station usage.

The scheme was subsequently presented to PAT in June 2021 where the decision was made by WYCA officers to further descope the Selby TCF scheme to align with a £20 million pound TCF funding cap, reduce risk and explore opportunities to advance delivery.

Between June and October 2021, reduced-scope preliminary designs were progressed in line with the reduced TCF ask of £20m, reducing land requirements and overall programme durations. The station plaza and associated walking and cycling link through Selby Park to the town centre and abbey were re-packaged and presented in the 'more ambitious' option scenario. A revised OBC reflecting the descoped scheme in line with the TCF funding cap was subsequently submitted to the in October 2021.

It was still considered feasible that the TCF proposal would deliver similar benefits, of which the plaza and park enhancements would complement during a subsequent delivery phase, once additional funding is identified, including potentially through the TCF should DfT revise its completion deadline. The omission of the sub scheme component generated a cost saving of est. £4.7m (see **section 5** for more details) and reduces land acquisition requirements, however, it did not remove the need for a full planning application with environment impact assessment . The scheme promotor and elected members understand the risks associated with an ambitious transformative scheme of this nature; however, they are committed to the government's levelling up agenda and recognise the importance of local investment at Selby Station.

Updated Scheme: FBC Stage

Following submission of the revised OBC in October 2021, further changes to the scheme have been made at the detailed design stage, prior to submission of this FBC. An updated costing exercise was undertaken which identified that the Preferred Scheme, outlined in the updated OBC was unaffordable within the available funding, as a result of inflationary increases and increased design and traffic management interdependencies relating to the constrained nature of the town centre. A subsequent value engineering exercise was therefore undertaken in August 2023 to revisit and adapt the scheme to ensure affordability and deliverability within the funding available.

The value engineering exercise considered all elements of the Preferred Scheme as defined at OBC stage, to determine which elements could potentially be descoped or reduced in specification, to provide the necessary cost savings while retaining maximum user benefits.

FBC Option Scenarios

Given that the detailed cost estimates demonstrated the OBC Preferred scheme to be unaffordable within the available funding, some descoping has been undertaken to bring the project within budget. It should, however, be noted that the project team would seek to deliver the descoped elements should funding become available.

This FBC therefore presents two option scenarios, as follows:

1. Phase 1
2. Phase 2

The Phase 1 Selby Station Gateway option, is made up of the following sub-components, as detailed later in this chapter: Selby Station Gateway, Ousegate Active Travel Corridor, Eastern Station Access and Cowie Drive Car Park, and is deemed affordable within current funding.

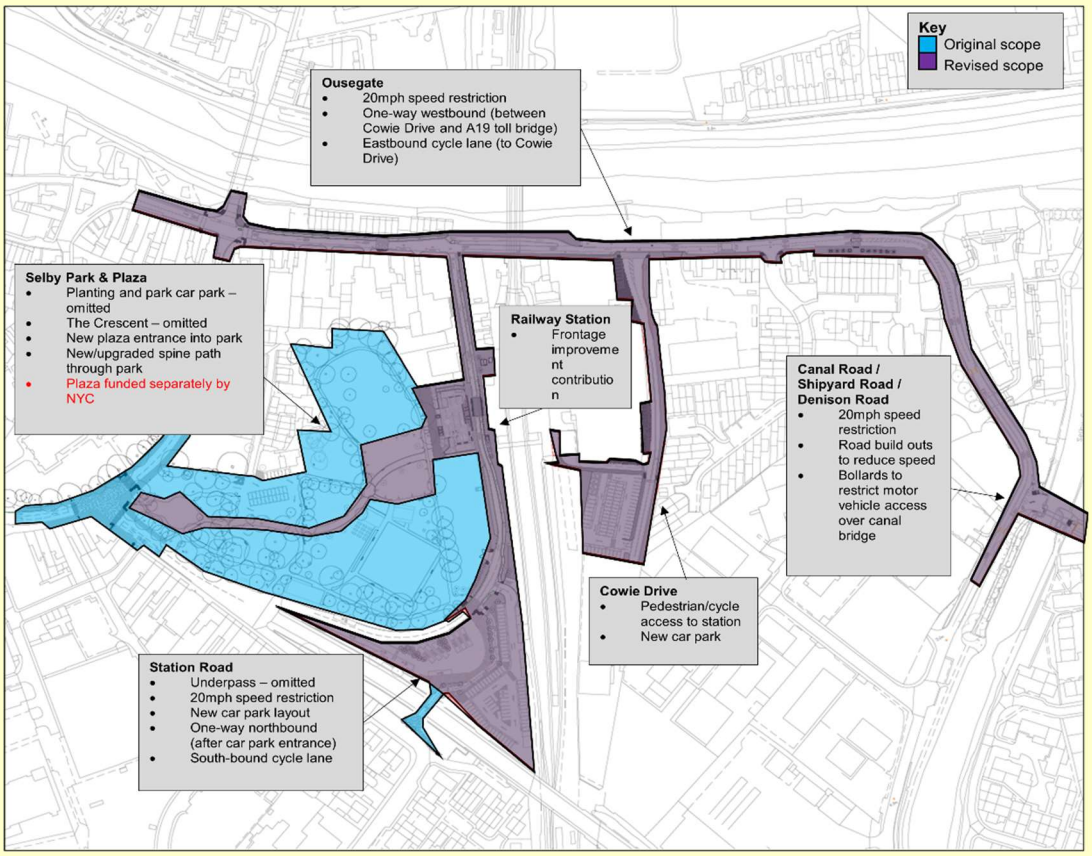
The Phase 2 scenario is made up of the Phase 1 scheme in addition to the following sub-components (which were descoped from the Phase 1 option as part of the value engineering exercise, with the aim of providing the necessary cost savings to meet the fixed TCF budget, while not compromising areas with greater user benefits):

- A new segregated cycle track adjacent to the bus stop and layover facilities, connecting with the Bawtry Road underpass;
- Crescent Street junction crossing enhancements; and
- New pedestrian/cycle underpass underneath Bawtry Road connecting Portholme Road with the bus and railway stations.

Should further sources of funding be identified, NYC would welcome the opportunity to deliver the more costly Phase 2 option scenario and thus has chosen to present both the costs and benefits of said option in this FBC report.

At FBC stage, the Phase 1 Selby Station Gateway Scheme comprises the following elements:

Figure 1-2: Selby Station Gateway – Phase 1 Scheme Components



Selby Station Gateway

- Temporary frontage improvement scheme - External light-touch works to improve the streetscape. This includes replacement entrance and windows and cladding of the exterior.

- Making Station Road one-way (northbound) will reduce vehicle dominance and provide space to implement a new southbound contraflow cycle lane and wide footways (0.4km of carriageway reconfiguration). Changes to Station Road also include new signage, wayfinding, and the introduction of a 20mph speed limit;

Figure 1-3: Artist's impression of Selby Station view from Selby Park

- Making Station Road one-way (northbound) will reduce vehicle dominance and provide space to implement a new 200m southbound contraflow cycle lane and wide footways (0.4km of carriageway reconfiguration). Changes to Station Road also include new signage, wayfinding, and the introduction of a 20mph speed limit;
- Realignment and enhancement of the existing bus stopping/ layover area which will encourage multimodal journeys, enhance the facilities, and improve safety by removing the need for reversing (0.25Ha of improvements to Selby Bus Hub). Demolition of 1 building unit (Selby Railway Club) to accommodate manoeuvring space, realigned bus stands, new crossing facilities and wider footways; and
  Some tree planting and seating in and around the station area.

Ousegate Active Travel Corridor:

- 20mph speed limit introduced;
- The bidirectional segregated cycle lane has been replaced with a new 240m segregated eastbound cycle lane and a westbound 240m on carriageway cycle lane along Ousegate between Cowie Drive and the A19 Toll Bridge junction. The enhancements will create a more attractive and safer environment for pedestrians and cyclists.
- A new one-way system proposed between Cowie Drive and Ousegate beneath the existing rail bridge. The proposals include 0.64km of carriageway downgrades and speed reduction initiatives, associated changes to road markings, speed limits and signage (including enhanced cycle and pedestrian infrastructure);

- The closure of Denison Road Canal Bridge to vehicles to reduce traffic flows along Shipyard Road and Ousegate to encourage cyclists to use the carriageway (designated Trans Pennine Trail, NCN62 and NCN65 routes) safely in accordance with LTN 1/20 as physical segregated infrastructure cannot be accommodated in the space available; and
- Junction reconfiguration/ signal upgrade at the Ousegate/ A19 junction, including two new crossings which will increase safety, enhance access, and improve the operation of the junction. ASL's have been introduced on the Water Lane and Ousegate arms where sufficient space allows. These proposals would complement potential future improvements to be delivered in this area as a result of the Selby Place & Movement Study.
- The wharf public realm improvement has been descoped due to concerns around its condition and maintenance liabilities.

Eastern Station Access and Cowie Drive Car Park:

- New ramped pedestrian and cycle access to Selby station platforms 2 and 3 at the eastern extent of the station (see **Figure 1-4**);
- A new 0.18 Ha surface car park on Cowie Drive (including passive EV charging provision and disabled parking provision), with direct access to the rail station off Cowie Drive and Ousegate;
- 0.20km carriageway reconfiguration and associated changes to road markings and signage (including enhanced cycle and pedestrian infrastructure as shown in Figure 1-3); and
- Demolition of 1 building unit: James William House Site (Tando Fabrications) to create the new car park.
- Please note that since submission of the OBC, the private parking owned by Viking Shipping has been redesigned and is now secured within their site boundary, as per the landowner's request as part of NYC's acquisition of the land required. The white outhouse building on Viking Shipping's land no longer requires demolition.

Figure 1-4 Artists Impression of Eastern Station Access

As noted earlier, some scheme elements have been descoped and/or scaled back as part of the value engineering exercise. Table 1-1 sets out key changes and rationale. A full overview is provided in the OAR (Appendix A).

Table 1-1: Changes to the scheme since OBC

Component	OBC Proposal	Rationale for de-scoping
Selby Station Gateway and Plaza	Selby Station Gateway: The delivery of a new railway station building, benefitting from two new entrances, an improved seating/ waiting area, enhanced lighting, ticketing machines, information, and toilets (including new Changing Places facilities). Cycle storage will be secured from the platform edge to encourage usage and a new storage facility will be introduced on platform 2.	This option was descoped at FBC stage due to newly established interdependence and condition of the canopy structure. The latest proposal includes an external refurbishment of the existing railway station building, as a lower-cost option, while still delivering the same public realm and rail passenger benefits. OR NWR has agreed to incorporate into their canopy renewal project scope and deliver both elements under one contract with external funding identified to deliver this.
	Station Road Car Park & Bus Hub	The layout of the Station Road car park has been amended following discussions with Network Rail. Passive EV provision will be provided, with EV charging points to be installed by TPE following the delivery of the TCF scheme. Minor amendments to the on-street parking on Station Road, including the relocation of disabled parking bays to the western side of the carriageway and the repurposing of spaces for drop-off bays. The widened Station Road footpath and dual-function crossing provided near the Bus Hub through to existing pedestrian and cycle facilities in Selby Park. The new segregated bidirectional cycle lane connecting the park and new cycling infrastructure on Station Road via the Bawtry Road underpass has been omitted. This component will be delivered through the 'do maximum' option scenario.
	Crescent Street Junction Enhancements	Pedestrian and cycle crossing facilitate enhancements at the Crescent Street junction, which complement improvements in Selby Park and the new route via the Station Plaza have been descoped on cost and monetised benefit grounds. If not delivered through the 'do maximum' option scenario the proposal would be explored alongside potential future improvements to be

		delivered in this area under the Selby Place & Movement Study
	Bawtry Road Pedestrian and Cycle Underpass	The Bawtry Road underpass design has been widened between OBC and FBC stage to allow for a bidirectional cycle lane and footway connecting with the new cycle track which is proposed alongside the Bus Hub (this is detailed below). The underpass is no longer deliverable under the Phase 1 option scenario, resulting in cost and programme savings.
Ousegate Active Travel Corridor	New segregated cycle lanes along Ousegate in both directions between Cowie Drive, Station Road, and the A19 Toll Bridge junction.	The proposed bidirectional cycle lane has been descoped and replaced with a segregated eastbound cycle lane. Westbound cycle facilities have been provided in the form of an on-carriageway cycle lane where space permits. The reason for this change was to remove unnecessary crossing points for cyclists to create a more direct route, more aligned with LTN 1/20.
	Raised tables at several locations along Ousegate, including at The Haven and A19 junctions, and west of Cowie Drive.	Raised tables have been removed from the scheme at the following locations: • Ousegate, west of Cowie Drive; • The Haven/ Ousegate junction; • A19/ Ousegate junction; and • Station Road at the entrance to the service road. The value of the raised tables, including required drainage, was limited. By removing the raised tables this allows visibility to remain along the already low traffic, low speed roads.
	Transformation of the disused wharf on the river Ouse to create 0.11 Ha of new public realm/ event space.	This proposal was included in the Preferred Scheme at OBC stage. Due to condition and maintenance liability concerns NYC made the decision to not to purchase the Wharf and Malt Shovel sites, and as a result, the public realm element along Ousegate has been descoped. The parallel crossing has been removed from the scheme due to the descoping of the Wharf, and also due to the changes to cycle facilities on Ousegate as detailed above. A new traffic island is proposed slightly further west for cycle safety.
	Shipyard Road	The road condition has been reviewed and the extent of resurfacing reduced as a result.
	Olympia Park Pedestrian and Cycle Bridge: A new bridge over the river Ouse, east of the existing rail bridge, to provide direct access to the Olympia Park Development site. This	The Olympia Park pedestrian and cycle bridge has been omitted from the project due to the significant costs and embodied carbon impact associated with its delivery.

	option was identified under the More Ambitious OBC scenario in early 2021 and did not form part of the preferred option.	
	Denison Road Canal Bridge	Surfacing and treatment works at the junction with Shipyard Road and the Denison Road canal bridge have been scaled back. The bridge will remain closed to general traffic, achieving traffic flow reduction benefits for cyclists using shipyard road but the canal bridge will be stopped up using collapsible bollards.
Eastern Access and Cowie Drive	Tree planting and landscaping area to the north of Cowie Drive and in Cowie Drive Car Park	The landscaping and tree planting to the north of Cowie Drive has been removed due utilities constraints. To compensate for this removal, additional trees have been proposed elsewhere, including at the Bus Hub. Several trees have been removed from the Cowie Drive car park due to CCTV visibility.
	Cowie Drive parking layout	Changes to the proposed parking layout on Cowie Drive. The private parking owned by Viking Shipping has been redesigned and is now secured within their site boundary, as per the landowner's request as part of NYC's acquisition of the land required. The white outhouse building on Viking Shipping's land no longer requires demolition.

A number of design amendments have also been made since submission of the OBC. These are detailed below. Further detail is provided in the updated Options Assessment Report (Appendix A).

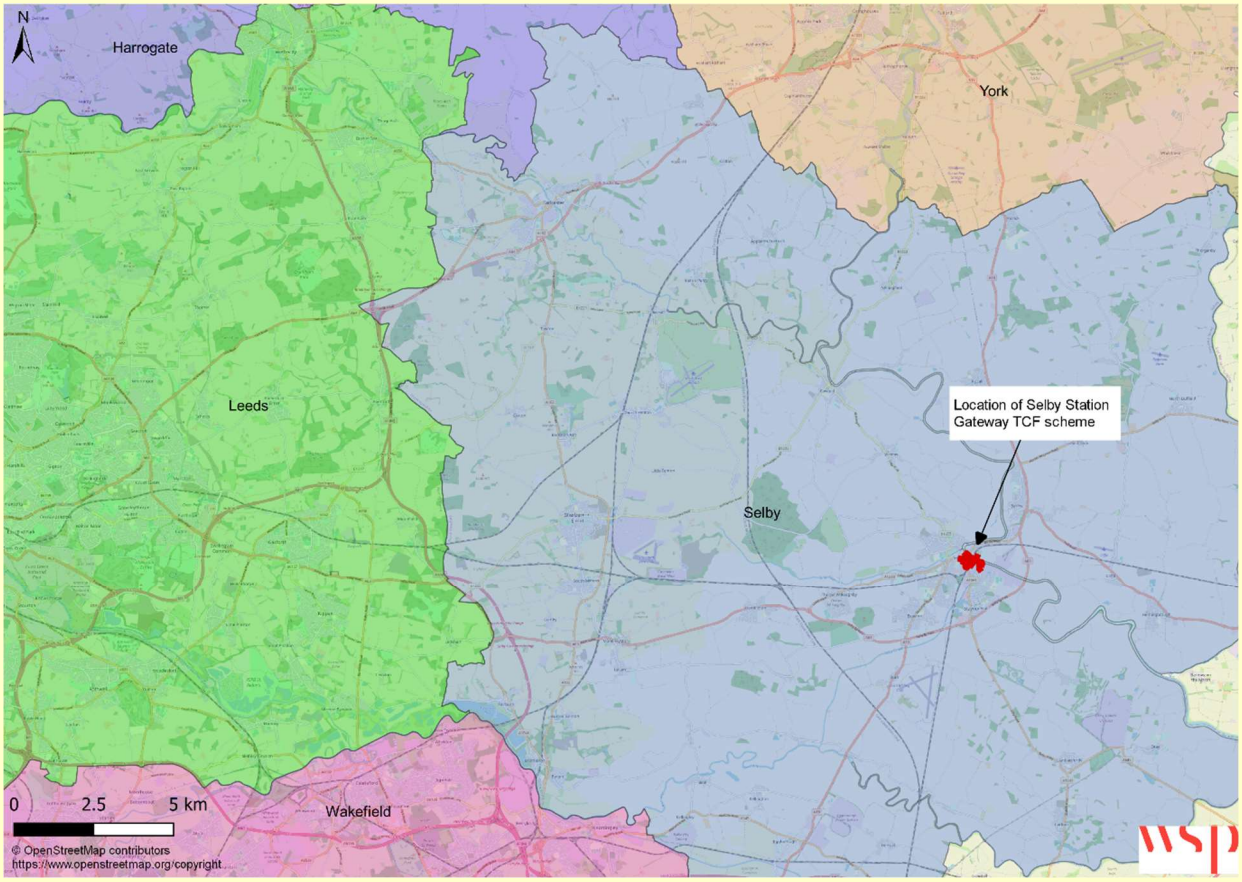
- A new cycle lane running adjacent to the Bus Hub, connecting with the Bawtry Road underpass, and providing better connectivity to the bus and rail stations;
- Additional tree planting in various locations, including at the Bus Hub and on Cowie Drive;
- New seating proposed at the Bus Hub; and
- Carriageway resurfacing and additional traffic calming measures on Shipyard Road near the Denison Road canal bridge. This resurfacing is only now required at the traffic calming features to protect against additional forces significantly damaging the carriageway (e.g. braking and accelerating).

It is considered that the Phase 1 Selby Station Gateway TCF package described above will deliver transformational change, aimed towards creating a regionally significant transport gateway, with outstanding public realm and high-quality transport links. The underpinning focus on sustainable and active travel (walking, cycling and public transport) will create a more holistic Transport Gateway area, with seamless integration between modes linking Selby Station users to the town centre, key destinations, and a suite of nearby regionally-significant development

sites. This is further illustrated in the Detailed Design General Arrangement Drawings (Appendix B).

The location of the proposed scheme in relation to the wider region is illustrated in **Figure 1-5** below.

Figure 1-5: Selby Station Gateway TCF Scheme Location in relation to the wider region



Design Considerations

The scheme has been developed in line with the LTN1/20, and the accompanying Gear Change: *a bold vision for cycling and walking, published in July 2020*. The documents set out guidance for local authorities on designing high-quality, safe cycle infrastructure, and set out the actions required to make England a great walking and cycling nation.

Since the guidance was published post-SOC submission, a full review of the initial concept designs was undertaken during Autumn 2020, in order to ensure that the advanced feasibility designs presented at OBC stage are fully compliant with LTN 1/20.

Following the LTN 1/20 review, some elements of the Selby Station Gateway TCF scheme were altered prior to submission of the OBC, in order to ensure full compliance with the guidance. Specifically, the proposals for Ousegate where segregated cycling infrastructure did not meet current LTN 1/20 standards, nor was there space to construct segregated facilitates within the highway boundary while retaining highway capacity. See Section 4.1 of the Economic Case for detailed information regarding scheme optioneering.

The proposals were then subject to further review through use of a Deep Dive session and WYCA's Design Quality Panel, where various WYCA stakeholders attended to explore the

proposals in more detail. Early Contractor Involvement (ECI) was undertaken by John Sisk Ltd to validate options progressed for delivery. This ECI helped establish construction durations and the early phasing of main works activities. ECI was also utilised to sense check costs estimates and any escalations between SOC and OBC. This revision to outturn costs and re-packaging of options resulted in the OBC More Ambitious scheme costs increasing above the level believed to be fundable through the TCF programme. In light of this, the Do Something scheme presented at OBC differed to that presented at SOC stage and excludes the delivery of the Olympia Park Bridge and the Station Plaza and park access proposals.

The revised proposals, costs and programme were presented and endorsed by the TCF Thematic Board in September 2021.

The FBC Phase 1 design has been considered by the council's highways, signals, lighting, economic development and regeneration, and environmental health officers as well as review of national design policies.

WYCA's Quality Panel Design Review considered the project in July 2023, with some critical/red RAG comments made. The project team have acknowledged the feedback from WYCA's QDPR, however, due to time constraints it was not possible to incorporate any changes to the scheme design ahead of FBC submission.

1.2 Scheme Objectives:

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

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

The scheme objectives have been developed so that they directly support and align with the TCF programme-wide objectives. The relationship between the two is illustrated in **Figure 1-6**, later in this section.

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

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

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

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

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

The overarching vision for the LCR TCF programme is:

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

This overarching TCF vision has shaped the four Programme objectives:

1. **Enabling inclusive growth:** to enable as many people as possible to contribute to and benefit from economic growth, and contribute to improved health and wellbeing of our residents;
2. **Boosting productivity:** working with our businesses and universities to close the productivity gap, create thousands of jobs and add substantially to our economy;
3. **Supporting clean growth:** achieving our target for a net zero carbon economy by 2038 through lowering carbon emissions and taking advantage of new innovations to create jobs and growth; and
4. **Delivering 21st century transport:** creating a transport system which addresses the challenges we face around capacity, connectivity, sustainability, and air quality.

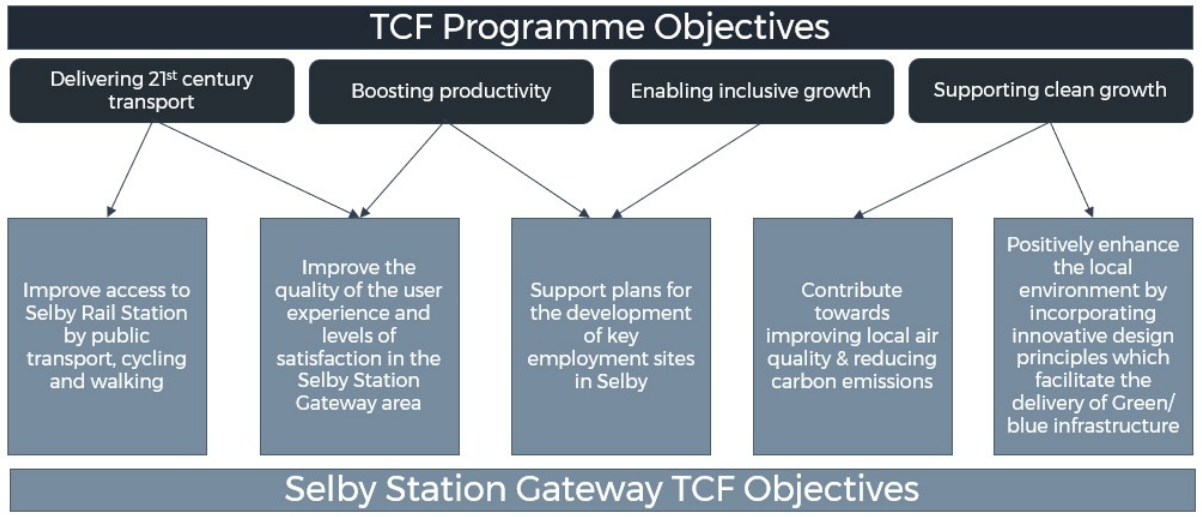
The project objectives provide a foundation for the development of a scheme and its appraisal within the business case. Six scheme specific objectives have been developed (see **Table 1-2**) in response to the identified problems in Section 2.1 of this report and align with the wider governmental and WYCA strategic aims and responsibilities. The scheme objectives are designed to meet the high-level city-region objectives that the LCR TCF programme as a whole supports.

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

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

Figure 1-6 below illustrates the relationship between the TCF programme-level objectives and the scheme-specific objectives. As shown, the scheme objectives fall under, and directly contribute towards the programme objectives.

Figure 1-6: Relationship between TCF programme objectives and Selby Station Gateway scheme objectives



As part of the scheme objectives, we have also sought to use the existing available evidence and WYCA guidance, in ensuring that the objectives in **Table 1-2** are developed to be SMART. This will ensure that the objectives can be specifically measured and monitored by WYCA as part of the scheme's monitoring and evaluation plans, and to specific timescales for benefit realisation.

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

- Improve public transport and active travel options for 1.5 million people, of which 41% live in the 20% most deprived communities;
- Take up to 12.5 million car trips per year off our roads by 2036;
- Against a forecast increase in carbon emissions from transport, reduce CO_2 emissions from car travel by up to 1.5% (up to 15,000 tonnes) by 2036;
- Increase bus trips by up to 6%, rail trips by 4% and walking and cycling to 7% by 2026;
- Add over 1,100 jobs and up to £1bn to the economy by 2036; and
- Support connectivity to 650 housing and 2210 employment sites that have the potential to deliver 45,000 new homes and 1,573 ha of employment space.

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

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

The objectives for the Selby Station Gateway scheme are summarised in **Table 1-2** below.

Table 1-2: Scheme Objectives

Objective No.	Scheme Objective	Indicator	Target	Year
1	Improve access to Selby Rail Station by public transport, cycling and walking	Increase mode share (walk, cycle, rail, and bus)	increase in the number of people accessing Selby Station on foot (5%) or by bike (26%)	2031 – five years after opening
		Modal shift to active and shared travel modes	6% increase in the proportion of people accessing Selby Rail Station by active and shared travel modes	2031 – five years after opening
2	Improve the quality of the user experience and levels of satisfaction in the Selby Station Gateway area	User satisfaction levels across the Gateway area	5% increase in satisfaction levels	2031 – five years after opening
		Number of people using the town centre for a variety of purposes	1% footfall increase in Selby Station Gateway	
		Patronage at Selby Rail Station	0.2% increase in Selby Rail Station users (beyond background growth forecasts)	
3	Support plans for the development of key employment sites in Selby	Land brought forward for development (ha)	0.3 Hectares of Commercial land (B2/B8)	2031 – five years after opening
		Land value	10% uplift in existing property land value within 500m, and 2.5% uplift in existing property land value with 500-1500m	
4	Contribute towards improving local air quality & reducing carbon emissions	Reduction in vehicle kms from a shift to active modes	Reduction in 143,955 vehicle kms travelled annually (average)	2031 – five years after opening

		NO_x (kg/ year)	0.1% reduction in NO_x emissions	
		CO_2 (kg/ year)	0.1% reduction in CO_2 emissions as a result of modal shift to active travel	
5	Positively enhance the local environment by incorporating innovative design principles which facilitate the delivery of green/ blue infrastructure	Green and blue infrastructure net gain	Implement a 3 for 1 planting regime	On opening, directly measurable against DfT code of practice
			Meet BREEAM Standards	
			Achieve 10% Biodiversity Net Gain	

1.3 Key activities to be funded:

The total cost of the Phase 1 Scheme is **£25,375,508.**

Combined Authority funding through TCF will be used to pay for 80% of the Phase 1 Scheme cost; this will contribute to the design, preparation, and construction of the scheme. The remaining 20% of the scheme cost will be funded through local/unitary authority match contributions, these are summarised in the **Table 1-3** below.

Table 1-3: Funding Contributions

Funding Organisation	Funding Stream/ funding source	Forecast funding contribution	Status	Comments
Department for Transport	TCF	£20,000,000*	In application process*	Timescales – spend and delivery by end March 2025.
Department for Transport	TCF (reallocated from Skipton TCF scheme)	£289,375	In application process*	Reallocated funds from Skipton TCF scheme
North Yorkshire Council	Local Unitary Authority	£5,086,133	Secured in principle	Contribution to general construction costs. To be spent after TCF funds

Department for Levelling Up, Housing & Communities	Changing Places	£0	Withdrawn	Due to timescale for delivery
TOTAL FUNDING		**£25,375,508**		

*Note: *Assuming Phase 1 scenario is allocated funding*

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

Please note that at OBC stage, a £50,000 funding contribution had been secured from the Changing Places Fund, but was contingent on delivery by March 2023. As a result, the funding has been reallocated outside the TCF project to improve the toilets by the bus hub.

Scheme Programme:	**Scheme Start Date**	**Scheme End Date**
	Forecasted Full Approval Date: March 2024 (ATP)	Forecasted Completion Date: October 2026 (Construction Completion)
Total Scheme Cost (£m):	**£25,375,508**	
Combined Authority funding (£m):	£20,289,375 *(includes £20m allocated for the Selby TCF scheme plus £289,375 reallocated from the Skipton TCF scheme)*	
Combined Authority funds as % of total scheme investment:	80%	
Total other public sector investment (£m)	£5,086,133	
Total other private sector investment (£m):	N/A	
Applicable Funding Stream:	Transforming Cities Fund (TCF)	
Strategic Economic Plan Priority Area:	Which priority of the LCR Strategic Economic Plan (2016) the project will help deliver: • Priority Area 1 – Growing Businesses; • Priority Area 2 – Skilled People, Better Jobs;	

	• Priority Area 3 – Clean Energy & Environmental Resilience; and • Priority Area 4 – Infrastructure for Growth. The Selby Station Gateway scheme will contribute through the enhancement of place, improved connectivity and accessibility, implementation of sustainable infrastructure to facilitate clean growth, reducing the carbon impact of transport and maximising GVA (these are explored further in section 2.1.2 of the OBC).

2. Strategic Case

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

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

2.1 The Strategic Context

2.1.1 What are the strategic drivers for this investment?

STRATEGIC DRIVERS FOR INVESTMENT

It should be noted that on 1 April 2023 the county council and seven district councils in North Yorkshire were abolished and replaced with a single unitary council: North Yorkshire Council (NYC). The 2021 and 2011 Census data utilised throughout this Strategic Case at both a town and district level reflect the geographical formation of the region at the time it was published. It should be noted that any subsequent references to Selby as a district, reflect the geographical formation of the area prior to the council merge in April 2023.

Statutory district and county policies (including the SDC Economic Framework) are retained as valid documents until a formal replacement is published.

From 1 April 2024 York and North Yorkshire will become a Combined Authority with an elected mayor, replacing the Local Enterprise Partnership.

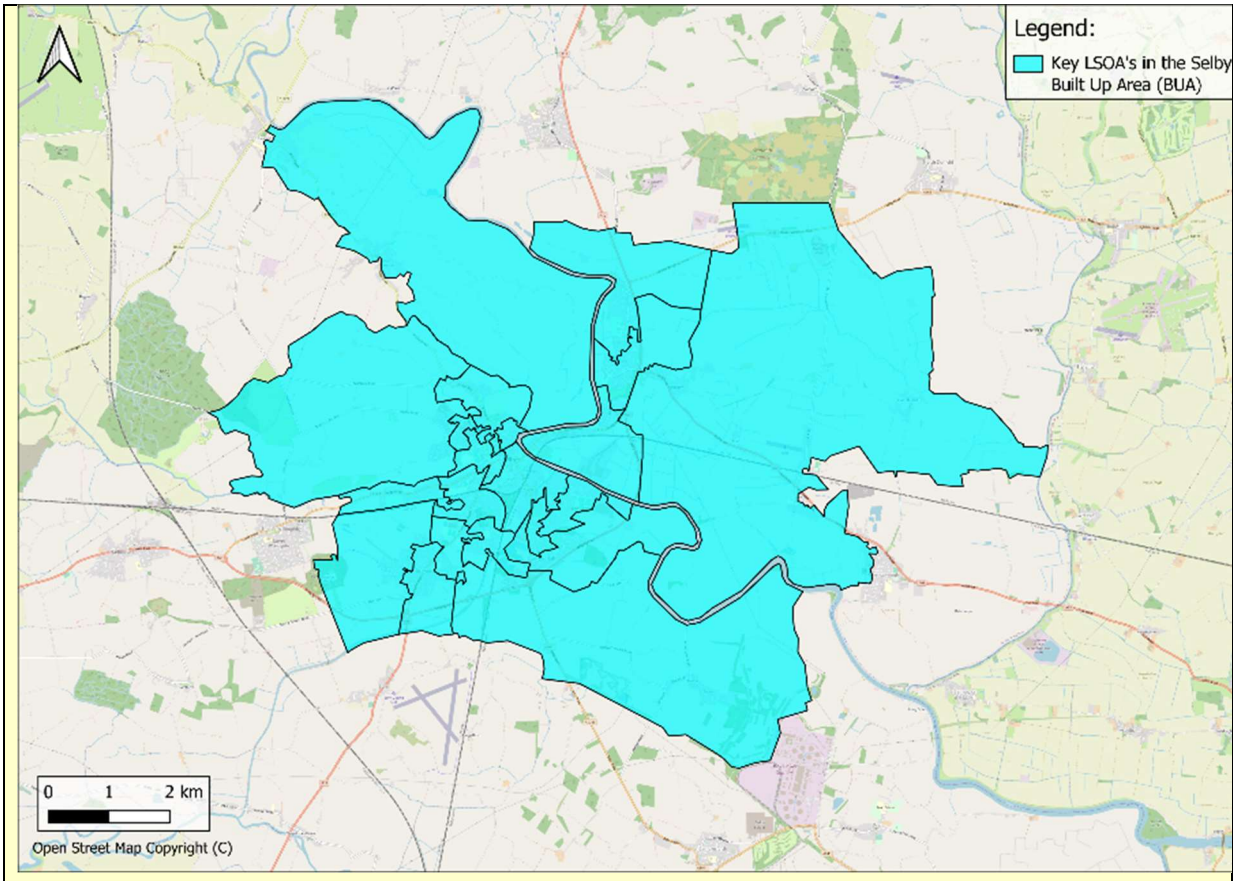
Census 2011 data has been revisited and updated with figures from the 2021 Census. However, please note that the full Census 2021 dataset has not yet been published, and therefore, in some instances the 2011 data has been retained. In terms of Built-up Urban Area (BUA) data, this has not yet been published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

Existing situation

Spatial Context

Selby is a market town and civil parish in North Yorkshire. Selby is at the centre of the economic hubs, with Leeds to the west, York to the north, Hull and the Humber Estuary to the east, and Wakefield and Doncaster to the south. Selby has a strong economic relationship with each of these areas and forms a growing and increasingly important part of the Leeds City Region.

Figure 2-1 – Key Selby LSOAs in Built-up Urban Area boundaries



The former Selby District covers 602 square kilometres and lies at the heart of Yorkshire, with the M62, Liverpool/Manchester-Leeds-Selby-Hull rail line and A64 (T) running east-west through it and the A1(M), A19, East Coast Main Line and York-Selby-Hull rail line running north-south.

The district benefits from several large sites for employment growth (mostly former airfields or coal sites), and the Council has focussed on bringing these areas forward since launching its ambitious economic framework and establishing economic development and regeneration teams in 2017.

Selby town itself is the Principal Town within the district, acting as the commercial and economic centre, as well as a focal point of future growth. For the TCF project, it falls within the governance and administrative boundaries of the following organisations:

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

The following section discusses each of these in turn and summarises the spatial context in respect of the intervention area.

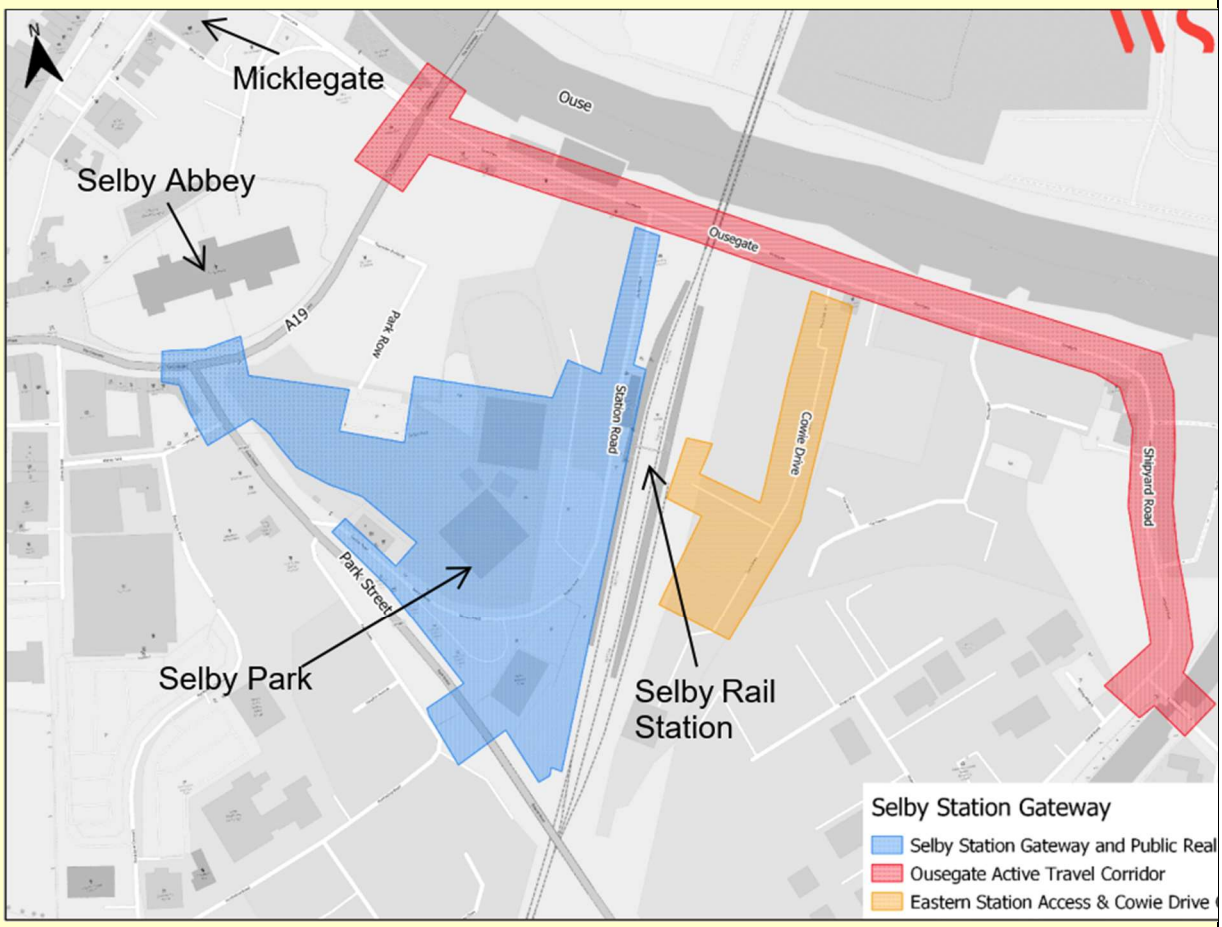
Economic Context

As described above, Selby is the principal town within the former Selby district and a major centre and market town at regional level, acting as the as housing, commercial and retail centre of the district. It has a population of around 19,760 people (Census 2021), providing in the region of 6,000 jobs and is a prime focus area for housing, employment, leisure,

education, health, local government, and cultural activities. Selby district has experienced the largest population growth across Yorkshire and the Humber, with a 10.2% population increase between the 2011 and 2021 Censuses. The area's economy remains varied, although the energy sector remains prominent with the major power station at Drax which provides c6% of the UK's energy. Agriculture is an important element of the economy in spatial terms, but employment within this sector continues to decline.

The town centre itself is strongly aligned with the Abbey, in that it defines the medieval layout of the town centre, with the market area located directly outside the Abbey entrance and Micklegate forming the main traditional retail manufacturing focus of the town. The figure below shows the key locations in Selby town centre in relation to the TCF proposals.

Figure 2-2 – Selby Town Centre: Location of TCF proposals



Selby is a key commuter town for commuters working within Leeds, Bradford, York, and areas outside of the region. Selby train station, acting as a gateway to the wider area and key destinations such as Leeds, is managed by TransPennine Express and located on Station Road within proximity to the town centre and Selby Abbey. It provides rail connections to key urban conurbations including Leeds and York (in under 30mins), Hull (35mins), Manchester (1 hr & 30 mins) and London (in under 2 hours). Selby Rail Station is of strategic importance to the town, providing access to the wider city region including Leeds, which is subject to ambitious growth plans including the Trans-Pennine Route upgrade. As a result, Selby rail station is considered central to delivering Selby's economic

aspirations. Enhancing the railway station gateway will help open up the town for visitors, residents, and commuters, each of which will help facilitate future growth.

Selby bus station is located a short distance away, also on Station Road, providing onward bus connections to the wider Selby area in addition to destinations further afield including Leeds, Goole, and York. Transport connectivity is examined in more detail below.

Employment

Selby District plays an important economic role at both local and regional level, with traditional sources of employment including manufacturing, brewing and the agricultural sectors. On the whole the district benefits from higher levels of employment, and pre-pandemic Selby's unemployment rate was recorded at approximately 2.9% - significantly lower than the Yorkshire and Humber averages (4.5% and 4.2%, respectively). More recently, in 2022 Selby's unemployment rate was recorded at 2.4%, which is a reduction from pre-pandemic levels, and remains lower than the Yorkshire and Humber and national averages, both at 3.6%[1].

The structure of employment in Selby is characterised by the dominance of manufacturing, which provides 22.9% of the district's jobs. This is followed by the wholesale and retail trade, transport and storage, and administrative and support service activities, which each constitute 10%. The level of employment within manufacturing is significantly higher than that for the wider Yorkshire and the Humber area (11.8%) and national average (7.6%), reflective of the district's connectivity, especially with the M62.

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

Table 2-1 – Main Employment Sectors within Selby (2021)

Employee Jobs by Industry	Selby (Employee Jobs)	Selby (%)	Yorkshire and The Humber (%)	Great Britain (%)
Manufacturing	8,000	22.9%	11.8%	7.6%
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	3,500	10%	13.6%	14.4%
Administrative and Support Services	3,500	10%	8.9%	8.9%
Transportation and Storage	3,500	10%	5.6%	5.1%
Professional, Scientific and Technical Activities	2,500	7.1%	6.4%	8.9%
Education	3,000	8.6%	9.7%	8.8%
Human Health and Social Work Activities	2,500	7.1%	14.8%	13.7%
Accommodation and Food Service Activities	2,250	6.4%	7.1%	7.5%
Construction	2,000	5.7%	4.6%	4.9%

[1] Source: ONS annual population survey, 202210%

Source: ONS Business Register and Employment Survey, 2021

Table 2-2 shows the occupation types for residents in Selby District compared with the national average proportions. Overall, the working resident population of Selby has a higher than average proportion of residents in managerial/director/senior positions, and a lower than average proportion of residents in professional roles, which are typically associated with higher skills and pay.

The largest proportion differences, from the national average, is for those employed in professional occupations (18.3% compared with GB average of 26.2%). This may be reflective of a low proportion of out-commuting for professional level occupations typically associated with higher skills and pay.

Table 2-2 – Employment by Type/ Occupation (2021)

Occupation	Selby (numbers)	Selby (%)	Yorkshire and the Humber (%)	Great Britain (%)
1. Managers, directors, and senior officials	6,840	14.8%	9.6%	10.4%
2. Professional occupations	8,419	18.3%	22.9%	26.2%
3. Associate professional and technical occupations	6,274	13.6%	13.5%	14.8%
4. Administrative and secretarial occupations	4,263	9.2%	9.8%	10.0%
5. Skilled trades occupations	5,162	11.2%	10.9%	8.7%
6. Caring, leisure, and other service occupations	3,713	8.0%	8.7%	8.0%
7. Sales and customer service occupations	3,360	7.3%	7.2%	6.4%
8. Process plant and machine operatives	3,794	8.2%	17.2%	15.1%
9. Elementary occupations	4,302	9.3%	10.5%	9.5%

Source: ONS – 2021 Census (TS063)

Employment in the managers, directors and senior officials' category is seen to significantly exceed the regional and national averages, at 14.8% for Selby, compared to 9.6% for Yorkshire and the Humber, and 10.4% for Great Britain. This shows that employment in highly paid, highly skilled sectors is available to residents of Selby within the wider region, which would be enhanced through improvements to the transport network. It is, however, noted that, while Selby has good road and rail connectivity (particularly compared to the rest of North Yorkshire), manufacturing sites tend to be located in areas reliant on the car. This is likely to contribute to the high reliance on cars for commuting among Selby residents.

The lack of diversity within Selby's local economy poses a risk that changes to manufacturing and agriculture with a greater focus on automation, could have a growing impact on employment levels within the district. There is, therefore, a need to broaden and diversify the district's economy, building on existing sector strengths to deliver more higher

value employment opportunities, to support economic growth and development in Selby, and create higher paid, higher skilled opportunities for local people. Improving transport and strategic connections will be central to this.

SOCIO-ECONOMIC CONTEXT

Population

In 2021, Selby District had a total population of approximately 92,400 people (Census 2021). The economically active age range (16-64) comprises around 61.6% of the district population; this is slightly lower than the Yorkshire and The Humber and national averages (62.3% and 62.9%, respectively), but much higher than North Yorkshire in general (71.9%)[2]. These figures indicate a slight population skew towards the older age categories within Selby.

Further to this, evidence from the last two censuses has shown how the population of the Selby district is ageing. Between 2011 and 2021, the average age of Selby residents increased by two years, from 42 to 44 years of age. The number of people aged 65 to 74 years increased by around 2,900 (an increase of 37.1%), while the number of residents between 35 and 49 years fell by just under 2,000 (10.3% decrease). Selby's population is forecast to continue ageing. According to The North Yorkshire Joint Strategic Needs Assessment (2021), the number of residents aged 85+ is set to increase by 47%.The district also has the second highest health inequality in North Yorkshire, with life expectancy varying by 9 years between wards; circulatory disease and cancer are the main causes of death contributing towards this inequality[3].

Under the assumption that population growth adheres to current established distribution and planning policy patterns, this is expected to result in significantly more residents residing in and around Selby town centre which, in turn, will place increased demand on infrastructure, particularly the local transport network as this larger resident population looks to access employment, education, services and facilities both within the district and beyond. Although a new settlement within the district is proposed which could affect this assumption.

Furthermore, given Selby's ageing population, as well as the anticipated population growth, it is likely that there will be an increased focus on town centre living. This has an impact on access to key services, particularly for the elderly and those with limited mobility. The transport and movement infrastructure provided must be able to accommodate and support Selby's ageing population, ensuring residents are able to remain active and mobile, while helping to reduce isolation and loneliness. It is therefore important to provide a balance of infrastructure across a range of modes that support the varying needs of the changing population.

Ultimately, the transport network must ensure Selby is able to adequately cater for its ageing population, providing resilience against future growth projections and provide a network that is fully inclusive to all, regardless of age or personal mobility. In addition, it is important that Selby's transport network provides strong connectivity to opportunities across the wider LCR, as well as locally. This includes supporting access to education and employment

[2] Nomisweb: Population Aged 16-14 (Census 2021)

[3] North Yorkshire Joint Strategic Needs Assessment 2019: Selby District Summary Profile

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

From an economic perspective, Selby's ageing population and health inequalities reduces the ability of the local labour force to support sustained economic growth and development; this issue will only exacerbate if the anticipated growth in residents aged over 65 is met and they do not continue to be economically active. A relatively limited amount of capacity exists to grow the labour supply from the current resident population; this constrains economic growth and highlights the need for importing a proportion of the local workforce, which is dependent on strong connectivity with the wider city region. Ultimately, this needs to be balanced and measures put in place to retain and attract more young people to live and work in the local area. On average, house prices within Selby are lower than the average for North Yorkshire (£233,959 in Selby compared to £277,490 average in North Yorkshire). This results in the area being more attractive to younger people, particularly young professionals, as they look to join the property ladder.

This highlights the importance of providing enhanced connectivity between Selby and the LCR, facilitating the easy movement of people and goods, enabling inclusive growth in line with WYCA's SEP, as well as supporting SEF ambitions to level up the region.

Education

Table 2-3 provides a summary of qualification levels within the Selby district compared with that for both Yorkshire and the Humber and Great Britain. As shown, Selby performs better in terms of educational attainment when compared with the wider Yorkshire and the Humber area, with a higher proportion of the population at all NVQ levels.

When compared with Great Britain averages, Selby has similar proportions of the population at all NVQ levels, except for NVQ4 and above which is lower than the national average. However, overall, the data shows strong educational attainment levels which are in alignment with national averages, and significantly better than the wider Yorkshire and the Humber area.

Table 2-3 – Qualifications (Jan 2018 – Dec 2018)

Metric	Selby (numbers)	Selby (%)	Yorkshire and the Humber (%)	Great Britain (%)
NVQ4 And above	18,700	34.7	33.3	39.3
NVQ3 And above	31,200	57.9	53.6	57.8
NVQ2 And above	40,600	75.4	71.8	74.9
NVQ1 And above	46,000	85.4	84.3	85.4

Source: ONS Annual Population Survey

Despite showing relatively strong academic performance when compared with that at the Yorkshire and the Humber level, there may be potential to further enhance educational attainment levels; the proportion of the population with qualifications at NVQ4 and above is significantly below the national average. Enhancing accessibility to key educational

institutions, within the town and in the wider area, will form an important part of enhancing attainment levels.

However, it is worth noting that some key educational institutions fall outside of Selby District, such as the universities in York and Leeds. As a result, the strategic connections to these locations are vital in helping to provide access to higher education opportunities. This includes the rail network and station which provides an important gateway - particularly for those without access to a car. Improving access to education across the wider LCR, including links to Leeds, Bradford, and other places further afield (Hull, Lancaster, Manchester etc), will contribute towards upskilling the local population and providing the opportunities to enable more people to pursue higher skilled, higher paid jobs.

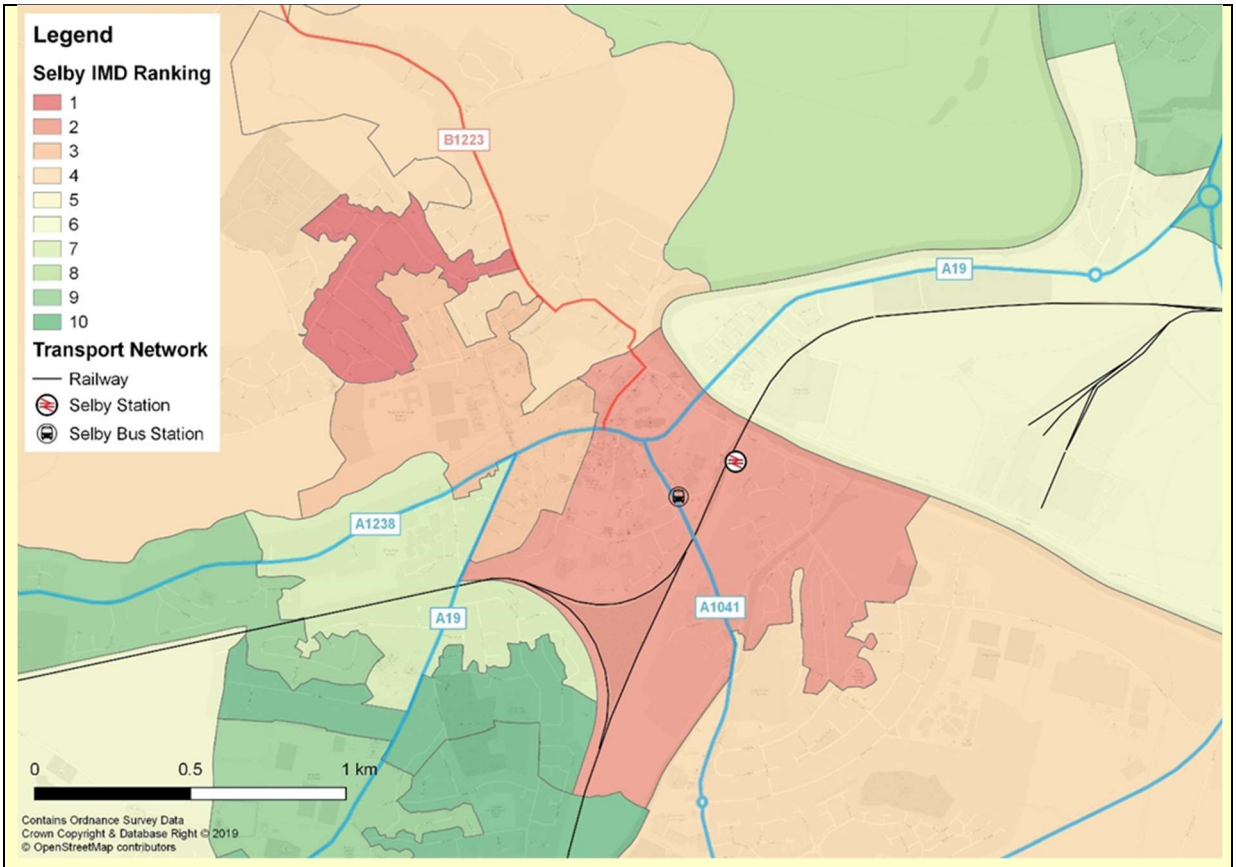
In addition, a key objective within the Selby District Council Economic Framework is to 'increase apprenticeship and vocational training opportunities' and 'support unemployed adults gain suitable skills and achieve sustainable work'. Overcoming transport-barriers and improving connectivity to higher educational facilities and training opportunities is therefore pivotal in achieving these objectives. This demonstrates the importance of the Selby Station Gateway TCF scheme, which will provide better connectivity not only to local educational sites such as Selby College, but also improved access to wider opportunities including the world class universities and higher education establishments in Leeds and York.

Deprivation

Despite the strengths of the Selby economy, such as low levels of unemployment and strong energy and manufacturing sectors, the town of Selby and its high street fall within the wards of Selby East and Selby West, which are both in the lowest quintile (most deprived 20%) in England in the overall Index of Multiple Deprivation (IMD 2019).

Selby West Ward, which is adjacent to the train station and includes Selby town centre, is the most deprived ward in the district, ranking 2057 IMD in England. This is shown in Figure 2-3. Within this ward, 39% have no qualifications, 17% are unemployed, 33% of children are from low-income families and 21.4% have a limiting long-term illness.

Figure 2-3: Indices of Multiple Deprivation (2019)



Overall, this shows that there are pockets of relatively high levels of deprivation (across multiple deprivation factors) which are generally concentrated within the Selby town centre area. There is, therefore, a need to try and address these concentrations of deprivation, which are focused within, or near, the Selby town centre area.

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

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

Car Ownership

In the Selby district, the proportion of households with access to at least one car (87%) (Census, 2021) is significantly higher than the national average of 78%, and for North Yorkshire generally. This variance reflects the rural nature of the district and the county as a whole, as well as the out-of-town location of major employment sites; suggesting that

residents are more likely to rely on a private vehicle to access services, employment, and education, because of both distance and less comprehensive public transport coverage.

The higher-than-average levels of car ownership, and the resultant journeys, has a significant impact on the operation of the local transport network. It also has environmental implications, particularly given WYCA's climate emergency declaration in 2019 and ambition to become a net zero carbon economy by 2038, along with wider national targets for net zero. There is therefore a need to reduce dependency on private vehicles and encourage a shift to more active and sustainable modes (walking, cycling, rail and bus).

The Selby TCF scheme will support this transition and help to decarbonise the transport sector, through the provision of a multi-modal network of sustainable infrastructure across the town (including better provision for pedestrians and cyclists, EV charging points, etc.) providing better local and regional connectivity and reducing the need to travel by private car. The scheme will therefore make a significant contribution to local, regional, and national decarbonisation targets, supporting a shift to more active and sustainable travel.

Administrative Areas

York and North Yorkshire Local Enterprise Partnership

Selby sits within the York & North Yorkshire LEP area – this is visually presented in Figure 2-4.

Figure 2-4 - York & North Yorkshire LEP

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

- Connected & Resilient places;

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

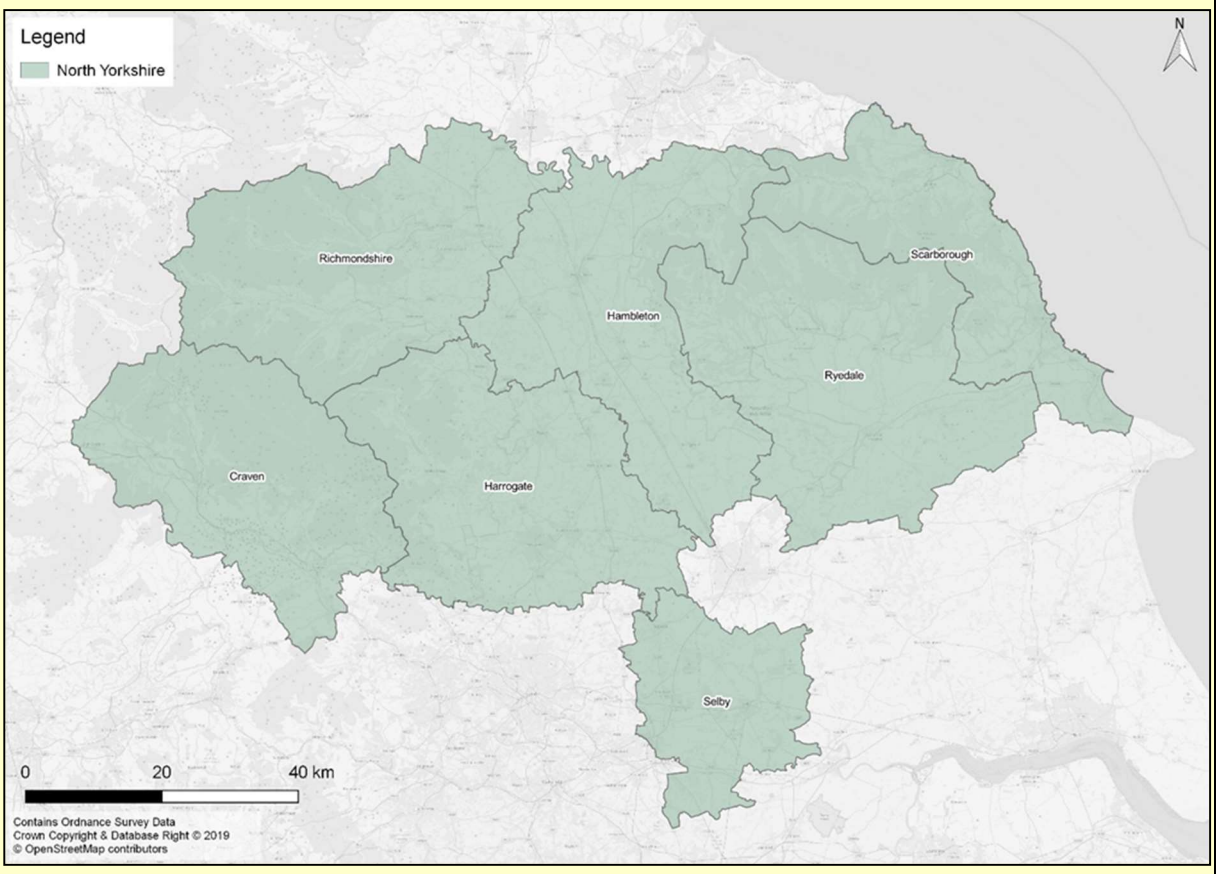
Selby makes a significant contribution to the YNY economy, playing a key role in supporting the priorities listed above, in particular in relation to 'people reaching their full potential' and 'connected and resilient places'. Selby is a key commuter town, providing connectivity to education and employment opportunities across the wider region, including in Leeds; it is therefore important to support the town, given its current and growing potential to significantly benefit the regional economy.

North Yorkshire Council

In April 2023 the previous two-tier structure of seven district/borough councils and one county council was abolished and a single unitary council was established.

The Council Plan for North Yorkshire (2023-2027) sets out ambitions for 'a well-connected and planned place with good transport links and digital connectivity' and 'economically sustainable growth that enables people and places to prosper'. The plan recognises a need to ensure that the transport network and related services are as reliable and efficient as possible, both to support the existing economy and to help facilitate future economic growth ambitions as well as being sustainable. The NYC Plan is discussed in more detail in **Section 2.1.4**.

Figure 2-5 - NYC Administrative Area



Located to the south of York, the former Selby district is broadly contained by the A1(M) / A1 to the west, and the river Derwent to the east. In addition to York, the adjacent local authority areas are Leeds, Doncaster, Harrogate, Wakefield, and the East Riding of Yorkshire; this results in a district that is strongly influenced by its neighbouring larger urban areas, particularly Leeds and York.

Selby is able to offer a high quality of life within its towns and villages, which attracts both residents and visitors to the area. Selby has several environmental and historical assets, as well as relatively easy access to the near-by countryside. These attributes attract a high-quality workforce and, together with the generally good levels of strategic connectivity that the district offers, provides a sound basis for attracting investment and new employment.

The Selby Retail and Leisure Study (2015) describes Selby as a pleasant and historic market town with a diverse and attractive town centre, the majority of which is designated as a conservation area. Traditional industries which were once prominent in the town, such as cotton and shipbuilding, have declined and there are several historical industrial buildings within the town centre area.

Prior to the government restructure in April 2023, Selby District Council set out their overarching vision for the area in the Selby District Core Strategy (2013), and Council Plan (2020) and emerging new Local Plan, which set out how by 2030, Selby will be a distinctive rural district with an outstanding environment, diverse economy and attractive and vibrant town and villages. In addition, the vision sets out aspirations for residents to have a high quality of life with good job opportunities to help create sustainable communities which are less dependent on surrounding towns and cities. Under the 'top tier' council Selby provides important local services across the district, which includes transport, education, and social care.

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

These challenges are described in the following section and demonstrate the strategic requirement for the TCF investment.

TRANSPORT CONTEXT

Local Overview & Existing Transport Network

Overview

Selby town centre requires investment because the existing situation no longer meets the transport and economic needs of the town. The existing transport network:

- cannot accommodate an increase in car users;
- dated rail station facilities decreases the attractiveness of the service;
- contributes to environmental issues such as air pollution and greenhouse gas emissions;
- does not support high quality public realm or improvements to place; and
- does not provide safe and attractive walking and cycling options.

A set of changes are required to ensure the transport system and public realm does not hold back the economic potential of the town centre or cause environmental problems. By

addressing the shortcomings of the existing situation, the Selby Station Gateway scheme will enhance the sustainable transport offer in the town and improve public realm, which will foster economic growth and improve the environment.

Sustainable Growth

To accommodate future growth sustainably, it will be essential to strengthen the role of sustainable transport modes in the town centre. There is insufficient space to cater for new car trips by expanding highway capacity in the town. The negative externalities are already concentrated in the area, and if congestion, accidents, and air pollution increase there will be severe adverse impacts for connectivity, public health, and the town's economy. The quantity of general traffic in the town centre must be reduced and more trips must be made by bus, walking, and cycling. This will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers, and visitors to reach the town centre in a space-efficient way.

Reducing the general traffic dominance in the town centre, will release space for walking and cycling, linking to improved access to rail and bus services. This will lead to a virtuous cycle in which improvements can be made to the quality of sustainable transport modes, leading to increases in the proportion of commuters travelling by public transport, walking, and cycling.

The Selby Station Gateway scheme has been developed with this approach in mind as a first phase of development – it is firmly directed towards improving sustainable transport modes so that they play an ever-greater role in the town centre. It is a set of smart and focused interventions, which will help to decouple economic growth from rising car use and the negative externalities associated with car use.

Existing Conditions

Selby district benefits from well-established transport links to the wider area, in particular to Leeds, York, Hull and London. Selby has the largest average commuter population of any North Yorkshire district.

Selby benefits from good connections to the rail network, via the Leeds-Selby-Hull line and electrified East Coast line. Hull Trains call at Selby providing a direct route to London in around two hours with seven services per day per direction. There is also one Virgin Trains East Coast service servicing the station per day.

There are two key transport hubs in Selby town: the rail station, to the east of the town centre, and the bus hub, adjacent to the station. Targeted investment in these facilities will further strengthen Selby's position within the city region and encourage the transfer of trips from private car.

In addition, Selby Rail Station forms part of a wider plan for change, helping to transform the local rail network effectively levelling-up the region and district. Specifically, there are ambitious plans for Selby as part of the Integrated Rail Plan and Northern Powerhouse Rail, which would deliver improved rail connections to London and the wider Leeds City Region, with Selby expected to benefit significantly from increased rail demand. The proposed TCF scheme will compliment this transformational change, ensuring the Station is better placed to meet the forecast growing passenger demand.

Selby station is well served by services that connect to the nearby major centres and, in particular, those areas within the Leeds City Region. The centre of the city region, Leeds, can be reached in under 30 minutes by train. Despite this, there are shortcomings with the current access arrangements to Selby rail station, including poor pedestrian permeability and limited opportunities for multi-modal interchange; this is described below.

Selby train station is located on Station Road approximately 300m walking distance east from the main town centre shopping area and is served by several local bus services. There are, however, shortcomings in the existing walking and cycling infrastructure. Segregated cycling provision is limited and there is a lack of quality walking routes across the town. Pedestrian routes from the train station and bus station to the centre, are indirect, illegible, and unpleasant with poor visual amenity. Station Road itself has limited pedestrian access with narrow, segmented pathways and the dominant presence of light industrial units and car parking provision within the area between the bus station and train station.

Within the key LSOA's in the Selby BUA from Census 2021, the most common mode of travel to work is via private car or van (55% of workers in these LSOAs). Cycling and walking are both low in comparison to journeys made by car, at 3% and 9% respectively. It is key to highlight journeys made via bus, mini coach, or coach and by rail are considerably low at 1.8% and 0.8% respectively. This Census 2021 data will have been affected by the COVID-19 pandemic, which resulted in 24% of the working population within the key LSOA areas in Selby working from home, reducing the levels of commuting via all transport modes.

From Census Data 2011 prior to the pandemic, the most common mode of travel in the same key LSOAs in Selby was again via private car or van, at 66%. Cycling and walking were both slightly higher than 2021 levels, at 4% and 11% respectively. Similarly, journey's made using bus, mini coach or coach and rail modes were again slightly higher, at 4% and 3% respectively. At this time, only 4% of the working population worked mainly at or from home, leading to the increased levels of all commuting modes.

The compact nature of the town and high levels of intra-town commuting. This suggests that, through improvements to the existing infrastructure, there is significant scope to increase levels of walking and cycling within the town and enhance the experience for those who currently walk and cycle. This will help reduce reliance on private vehicles for shorter, local trips, therefore supporting WYCA's SEP priority to deliver "Clean Energy and Environmental Resilience" and helping to deliver the LCR TCF objective for "Clean Growth" and work towards becoming a net zero carbon economy by 2038.

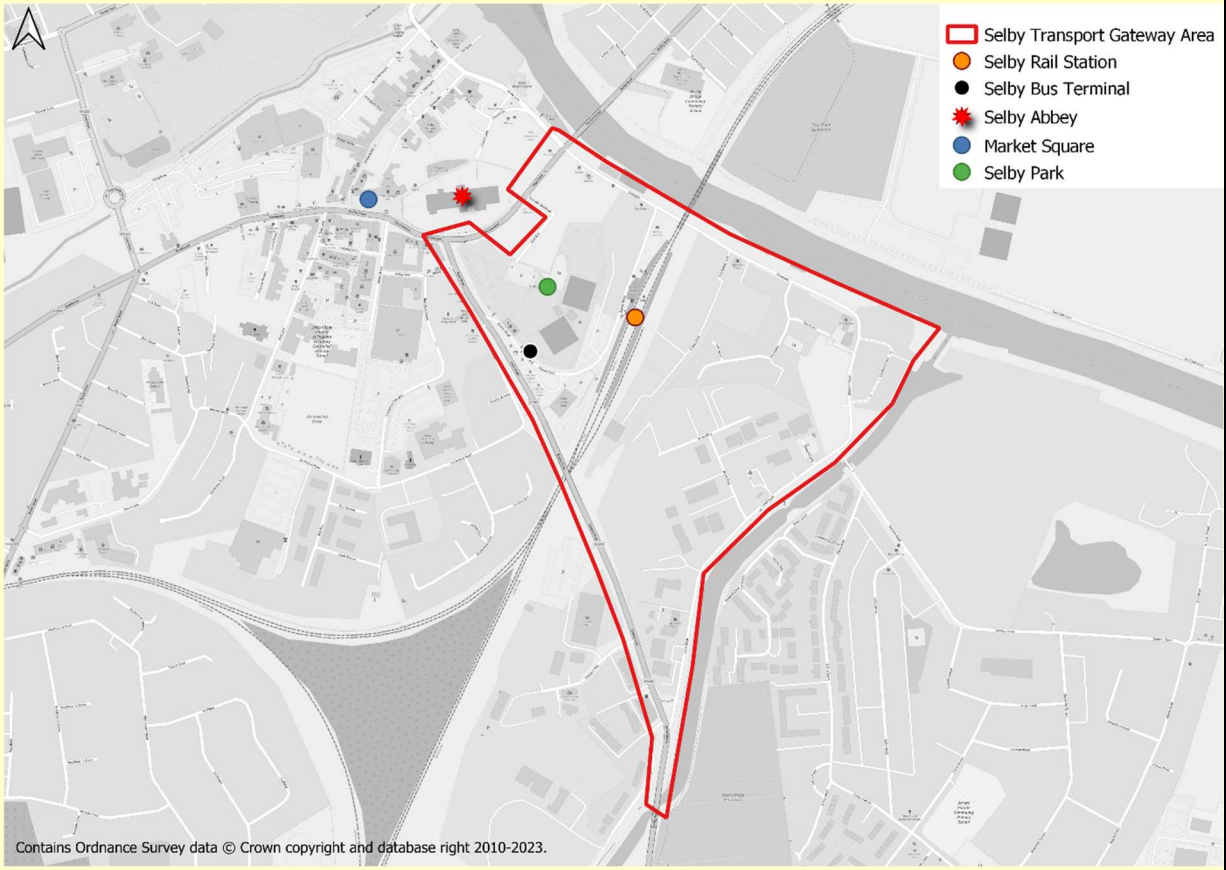
Transport Gateway

A transport gateway represents the main point of entry to a town and, as such, should convey a strong and positive sense of arrival, providing a clear indication as to how to access the town centre, key local destinations, and wider area, by a range of transport modes.

Selby's transport gateway, for the purposes of clarity, has been identified as the Selby Station Gateway which is referred to in the Selby Station Masterplan document (2021) and allocated as Selby Town Regeneration Area (Preferred Approach SG3) in the emerging Local Plan. The area is comprised of Selby train station at its centre, the bus station/

terminal, railway line and surrounding area. The bus terminal is located on Station Road, a short walk away from the train station. The area under analysis is shown in **Figure 2-6**.

Figure 2-6 - Selby Transport Gateway Area



The station masterplan document, together with other relevant reports, have identified several issues relating to the image and layout of the existing gateway area in Selby, particularly in terms of accessibility to the rail and bus stations by multiple modes and the visual appeal/gateway 'experience' of the area. Without intervention, the issues are likely to continue to be exacerbated by the planned growth which will place increasing demand on the existing transport network. Investment is required to address these issues, improve the travel experience, and encourage sustainable travel as well as ensure that Selby's transport network is future ready and able to accommodate the forecast growth in demand.

Selby train station, and the surrounding area act as the gateway for visitors and residents alike arriving in the town, as well as the gateway to the wider district and region. As such, it is important that it conveys a strong sense of place and offers a generally positive experience, whilst also ensuring ease of modal transfer and ease of access to rail services from the surrounding area. The strategic importance of the gateway is further highlighted by the range of planned rail frequency and service improvements which will significantly increase the number of passengers passing through the gateway and train station. Importantly it will play a pivotal role in enabling Selby to achieve its economic ambitions providing access to jobs and opportunities across the wider city region, and opening up the town for visitors, residents, and commuters.

Below is a summary of the key issues associated with the existing station gateway; these are evidenced in **Figures 2-7** and **2-8.**

Poor Transport Gateway

The current layout, design and infrastructure in the area is considered to provide a poor gateway experience, with limited facilities and poor visual amenity. The rail station frontage is dominated by the presence of light industrial units and car parking provision, there are no direct visual links or signage to the town centre for pedestrians and cyclists, and the generally poor standard of pathways in the areas outside the station results in low levels of pedestrian permeability with the surrounding area.

As a result, the view and route to the Abbey area is restricted by the presence of industrial units and fencing from near-by units and car parking (**Figure 2-7**) which further compounds the identified issues around visual amenity, public realm, sense of arrival and particularly the level of integration between the gateway and Abbey/town centre area (see below).

The gateway lacks the resilience to accommodate increased footfall and growing passenger demand, as a result of the already limited facilities and sense of arrival. Enhancements to the gateway are pivotal to improving the passenger experience and ensuring Selby is 'future ready', catering for the significant forecast growth in the area.

Poor Movement & Place Balance

At present, the station gateway area is dominated by cars and parking provision (the station has 130 parking spaces), with limited facilities for pedestrians and cyclists, including signage or wayfinding. There is no cycling infrastructure and poor pedestrian provision which suffers from severance (caused in part by the parking provision). The area is shown in **Figure 2-7**.

Neither the train station or the bus terminal, provide a view of Selby Abbey and town centre area, resulting in no sense of arrival, with no clear signifiers for the passenger to identify that they have arrived within Selby town centre. The presence of industrial units within proximity to the station entrance/ exit compounds these issues; adversely impacting visual amenity and streetscape and resulting in no sense of arrival.

Poor Bus and Rail Station Integration

As a result of the vehicle and parking dominance, there is poor integration between the rail station and the bus station; this effectively discourages modal transfer and the onward use of sustainable travel modes (bus) and is compounded by a lack of signage and poor pedestrian and cyclist links between the rail and bus stations. This presents issues for people, particularly visitors, arriving at the railway station and wishing to transfer seamlessly onto a wider range of local bus services that may not be easily accessible from the rail station. In addition to the negative impact that this has upon the transport gateway, and on rail passenger's arrival experience, it also results in sub-standard transitions between different modes, discouraging transfers between modes for multi-modal trips, and more generally, acting as a barrier to sustainable travel. This is reflected in a low percentage of individuals who stated they used the bus as their primary method of transport to the station (5%).

The ease of modal transfer will become more important as passenger footfall continues to grow in future.

Barriers to Movement

Cycling provision around the gateway area is poor, and there is significant scope to improve cycle connections between the town centre/gateway and the wider area (see **Figure 2-8**). There are also issues pertaining to the provision of pedestrian infrastructure, especially for those with disabilities, within the immediate vicinity of the train station; pavements are extremely narrow in places and discontinuous (caused by general layout and the presence of parking bays). There is also limited signage to indicate where the bus station or town centre is located from the train station area. Overall, this adds further to a poor sense of arrival and provides poor integration with the bus station.

Figures 2-7 and **2-8** show elements of the gateway area in more detail, specifically those targeted for transformational change under TCF.

Figure 2-7: Station Road and Access to Train Station (top), View from Train Station Exit (bottom left), View of Abbey from Gateway Area (bottom right)

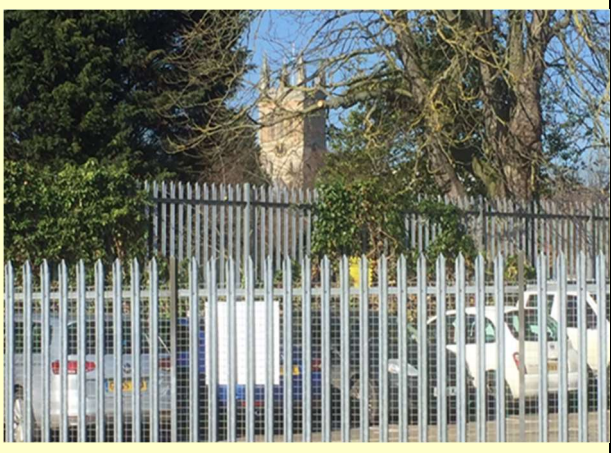


Figure 2-8: Narrow canal bridge at Denison Road

Without investment in the provision of sustainable infrastructure, to better cater for non-car modes, the aforementioned issues associated with the station gateway will worsen, as car dominance increases and public transport is perceived as an inconvenient travel mode as a result. The associated adverse impacts of this lack of infrastructure will be further exacerbated as forecast growth comes to fruition, and demand for travel increases. Intervention is therefore required to ensure this growth is sustainable, encouraging travel via non-car modes such as bus, rail, cycling and walking.

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

Rail Usage

Despite being well served by rail provision, Selby experiences relatively low levels of rail patronage, with private vehicles remaining the primary mode of travel for residents. Rail commuting mode share across Yorkshire, in addition to Selby town and the wider district, is relatively low, at approximately half of the national average proportion. This could be attributed to the poor station accessibility and limited opportunities for multi-modal interchange, as outlined in the sections above. In light of the climate emergency and associated targets for net-zero, there is a need to reduce dependency on the private car and encourage increased uptake of non-car travel modes, such as rail. The Selby district, characterised by its high levels of outward commuting to Leeds and York, presents an opportunity to epitomise this vision and encourage increased uptake of rail for cross-boundary movements.

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

in vehicle trips, therefore reducing congestion and the associated vehicle emissions, and improving air quality.

Annual usage figures, for Selby Station, are set out in **Table 2-4**. The data shows that Selby station experienced more than 670,000 passenger journeys in 2019/20, which represented an increase from the previous year. There was a significant drop in rail usage throughout 2020/2021 due to the COVID-19 pandemic and associated travel restrictions. Since then, rail usage has increased again, with Selby Railway Station recording 478,736 passenger entries and exits between April 2021 and March 2022 (ORR, 2022). While this figure has not yet returned to pre-pandemic levels, it reflects significant growth in rail usage since the previous year. Despite this, it suggests there is still potential to increase Selby's rail patronage further, in an attempt to return to pre-COVID levels.

Selby had the highest number of passenger journeys of all stations in the former Selby district. Selby station was also the 6th most used station in North Yorkshire in 2019/20.

Table 2-4: Annual Station Usage – Selby District

Station	2018/2019	2019/2020	2020/2021	2021/2022
Selby	656,467	674,836	124,042	478,736

Source: Office of Rail and Road - Estimates of Station Usage

Through enhancements to the Selby Station Gateway area and improving access to the town's rail services, this would improve the experience for existing rail users, as well as supporting increased uptake of rail travel, providing greater resilience to any future increases in rail demand. In addition, investment in Selby Station Gateway would complement the Northern Powerhouse Rail ambitions to grow rail passenger demand at Selby, helping to futureproof the town, whilst supporting and emphasising Selby's position as a strategically important gateway.

Station Accessibility

Selby station has 3 platforms with step free access to platform 1 (eastbound), however disabled access to platforms 2 and 3 is currently restricted via a barrow crossing which is reliant upon staff assistance with no lift provision. NWR's *Access for All* scheme to install lifts is currently on site and due to complete in early 2024. The station is accessible by all transport modes, it has a 130-space car park, as well as stands and wheel racks for cycle storage with space for 224 bikes. There is a taxi rank located outside of the station and the bus station is located less than five minutes' walk away, also on Station Road.

Journey time analysis has been undertaken in order to determine levels of accessibility to Selby Railway Station, in the AM peak, in line with the North Yorkshire Local Transport Plan (LTP4) targets. The data demonstrates that Selby station is highly accessible for a significant proportion of the local population, with approximately 60,000 people theoretically able to access the station within a 20-minute journey time (albeit by car). Considering other modes, around 29,000 people live within a 20-minute cycle catchment of the station, almost 24,000 could undertake the same journey by bus and over 10,000 by foot. This demonstrates significant potential for travel into the town, and specifically to the rail station, by modes other than the car.

Station User Surveys

In 2017, Station User Surveys were undertaken at ten North Yorkshire stations, including Selby. Journey patterns were analysed to understand where respondents had travelled from, to access Selby station. The results showed that Selby Station has a wide catchment area, including parts of neighbouring Leeds. The data also showed that a significant proportion of journeys to the station begin within central Selby itself. This suggests that there is potential to encourage a shift from private car and van towards walking and cycling for these shorter, town centre trips, where 46% of all trips accessing the station are by car and van.

The catchment pattern described emphasises the importance of ensuring good, local level, accessibility to Selby station, particularly given the consistent levels of growth in passenger trips. Due to the compact nature of the town, journeys from within the Selby built up area have the greatest potential to be made by active travel modes (walking and cycling); it is therefore critical to ensure that walking and cycling infrastructure is provided and is fit for purpose to accommodates travel by these modes.

The mode share of respondents, for their travel to Selby station on the day of the survey, is set out in **Table 2-5**.

Table 2-5 – Travel to Selby Station Mode Share

Travel Mode	Selby
Car/van - as driver	21%
Car/van - as passenger	26%
Car subtotal	46%
Taxi	4%
Bus	5%
Train	11%
Cycle	3%
Walked	30%
Other	0%

Source: 2017 Station User Surveys

The data shows that the highest proportions of respondents arrived at the station by car (46%) and on foot (30%), with most respondents arriving by car being passengers rather than drivers, emphasising the importance of drop off facilities.

This data presents that cycling and walking modes combined accounted for 33% of all journeys made to Selby Station, (3% and 30% respectively). This is significantly below the national average of a combined total of 56% of all journeys being made by cycling and walking, (54% and 2% respectively)[4]. There is therefore significant scope to increase this modal share within Selby in trips made to the Station.

[4] National Rail Travel Survey, 2010

In stark contrast to the high walking mode share, cycling only accounted for 3% of survey respondents travel to Selby station, despite a high proportion of journeys having a local origin, and cycling being considered a realistic alternative for trips up to five miles.

These results suggest that there are likely to be specific issues that are contributing to low cycling levels, which could relate to the lack of cycling routes and infrastructure, cycle facilities including parking, a perception of safety issues, or a combination of all three. Again, this presents an opportunity to improve the existing provision and encourage increased uptake of cycling as an alternative to the private car. Not only will this contribute towards reducing congestion and the associated vehicle emissions, which are key contributors to the UK's climate emergency; this will also incur a range of additional benefits relating to physical activity and improving health outcomes.

Travel and Commuting Patterns

Selby has the largest average commuter population of any North Yorkshire district. Selby District Council's Strategic Housing Market Assessment (2009) states that over half of the working resident population commute outside of the district for work; this is corroborated by the 2021 Census Journey to Work data. This level of cross-boundary commuting emphasises the importance of the strategic connections to the wider region, including the rail network, to help facilitate this movement sustainably. Census 2021 data for Selby district shows that over half (54.5%) of journeys to work are made by driving a car or van. This high dependency on private vehicles for commuting purposes further emphasises the need to invest in sustainable transport infrastructure (such as bus and rail) to help facilitate a modal shift from private car when undertaking these cross-boundary commuting trips.

In terms of general commuting in the area, as shown in **Table 2-6**, Selby has the lowest proportion of residents that both live and work in the same district in North Yorkshire, illustrating that large numbers of people will be travelling to and from the area for work. This highlights the need for good levels of accessibility between Selby and the larger economic centres in the LCR, to enable good linkages and connectivity between people and employment opportunities, whilst also improving local labour supply.

Table 2-6: Proportion of Residents Living and Working in Same District

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

The lower proportion of residents living and working in the same district results in greater numbers of individuals traveling to and from the district and using the local transport network. However, at present the local transport network in Selby is dominated by private vehicle usage, due to a lack of investment in the rail and bus network and largely rural nature of the district. As such, local bus and rail improvements are required in order to encourage increased uptake of these modes and reduce reliance on private vehicles for cross-boundary commuting trips.

Census (2011) Journey to Work data, set out in **Table 2-7**, shows the main travel mode choice for commuting journeys undertaken by residents in Selby, compared with averages for North Yorkshire, Yorkshire and The Humber and England, regardless of the destination. These figures are discussed in detail in the following section. An updated dataset from 2021 is presented in Table 2-8.

Table 2-7: Journey to Work Mode Share (Census 2011)

Usual Residence	Car (driver or passenger)	Train	Bus	Walk	Cycle	Other
Selby Town	66%	3%	5%	19%	6%	2%
Selby District	82%	3%	3%	8%	3%	1%
North Yorkshire	73%	2%	3%	17%	2%	2%
Yorkshire and The Humber	71%	3%	9%	12%	3%	3%
England	66%	6%	8%	11%	3%	6%

Supplementing the above data, Census 2021 data has also been utilised in order to understand any change in travel patterns over this 10-year period. Please note that 2021 Travel to Work data has not yet been published at a Built Up Area (BUA) level; data was only available for the wider Selby district. The table below sets out the change in travel mode choice for journeys to work between 2011 and 2021.

Table 2-8: Journey to Work Mode Share - Selby District (Census 2011 and 2021)

Usual Residence	Car (driver or passenger)	Train	Bus	Walk	Cycle	Other (including working at or mainly from home)
Selby District (2011)	82%	3%	3%	8%	3%	1%
Selby District (2021)	58%	1%	1%	6%	2%	32%

As shown, the data demonstrates a significant shift in commuting patterns between 2011 and 2021. While the percentage of journeys made by private car appears to decrease (from 82% to 58%) and the percentage of people within the 'Other' category has increased significantly, this is largely attributable to the COVID-19 pandemic and associated travel restrictions that were in place at the time the 2021 data was collected.

While the long-term impact on travel patterns following the COVID-19 pandemic remains uncertain, research has been undertaken to understand the extent of change in peoples travel choices from the pre-pandemic period (between January- March 2020), compared with 2022 travel patterns[5]. The key findings were as follows:

[5] *Our Changing Travel – How People's Travel Choices are Changing (November 2022). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165693/our-changing-travel-how-people_s-travel-choices-are-changing.pdf*

- The proportion of people travelling by public transport has fallen from pre-pandemic, 63% to 48% (bus), and 63% to 43% (train) in November 2022. Despite this, Leeds Railway Station is now experiencing higher usage levels than pre-COVID, suggesting that rail trips have the potential to increase further at other nearby stations, such as Selby.
- Rail use patterns appear to have changed with more travel during weekends and quieter Mondays and Fridays.
- The proportions of people walking and cycling in 2022 remained a little below pre-pandemic levels.
- The proportion of people travelling by car in 2022 were similar to those in the three months before the pandemic.

Therefore, the 2021 Census data should be interpreted with caution.

In light of the above, there is still a need to reduce the proportion of trips made by car, and encourage a shift towards cleaner, greener, and more sustainable travel modes. The delivery of the Selby Station Gateway TCF scheme will help achieve this ambition, and will help deliver against NYC's priority to '*promote and encourage active travel including walking and cycling'* and *'to support and encourage an effective and efficient public transport network'.*

Table 2-9, based on Census Journey to Work data shows that the primary employment area for Selby residents, outside of their own district, is Leeds (18%), followed by York (14%). Please note that the data presented is based on 2011 Census data, as the 2021 dataset has not yet been published. Overall, around 15,800 (45%) residents travel out of Selby to work elsewhere in the Leeds City Region.

Table 2-9: Place of Work for Selby's Resident Population (Commuting Out)[6]

Place of Work	Total Residents	% of all Residents
Selby	14,362	41%
Leeds	6,193	18%
York	5,093	14%
Wakefield	3,039	9%
East Riding of Yorkshire	1,607	5%

**2011 data has been retained, as updated data from the 2021 Census has not yet been published*

Table 2-10 shows where people have travelled from and displays a similar pattern to that of outward commuting, this shows that the largest proportions of inward commuters have trip origins in East Riding of Yorkshire (9%), followed by Wakefield (9%) and Leeds (7%). This shows that a much higher number of people travel from Selby to Leeds, when compared to journeys from Leeds to Selby.

Table 2-10: Place of Residence for Selby's Workday Population (Commuting In) *

Place of Residence	Total Workers	% of all Workers

[6] ONS data WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Selby	14,362	52%
East Riding of Yorkshire	2,524	9%
Wakefield	2,518	9%
Leeds	2,047	7%
York	1,805	7%

**2011 data has been retained, as updated data from the 2021 Census has not yet been published*

This level of cross-boundary commuting flows, together with the fact that Selby has the lowest proportion of residents that both live and work in the same district in North Yorkshire, highlight the significant cross boundary movements in the area. As such, it is critical to maximise connectivity to these key conurbations outside of the district; with both the population and the economy forecast to continue to grow, the accessibility of sustainable travel options is of significant importance if this increasing demand for travel outside of the district is to be managed in a sustainable way.

Looking specifically at residents of Selby town itself reveals a similar pattern of commuting, as shown in **Table 2-11**.

Table 2-11: Place of Work for Selby Town's Resident Population

Place of Work	Total Residents	% of all Residents
Selby District (incl. Selby Town)	5146	56%
Selby Town	3510	38%
York	1528	16%
Leeds	724	8%
East Riding of Yorkshire	457	5%
Wakefield	364	4%

Source: Census 2011 (Please note that 2021 data for Place of Work has not yet been published)

The data shows that the majority (56%) of economically active residents, of the main urban area of Selby, stay within the district for work. A significant proportion of Selby town's working residents also work within Selby town itself (38%). This emphasises the strategic importance of sustainable local connectivity, to increase opportunities for active and sustainable trips, and reducing the need to travel by car. In addition, a key focus of the scheme is enhancing access to the railway station to provide better connectivity to employment and educational opportunities across the wider LCR, helping to boost productivity and economic growth, whilst ensuring this growth is sustainable.

This is in line with the government's National Cycling and Walking Investment Strategy ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040. The town is relatively compact, with most areas being no more than one mile from the town centre; these short distances mean that alternative transport modes are significantly more feasible for these commuting journeys. The geography of Selby is conducive for such a shift to occur with investment in active modes. In **Figure 2-10** it shows the majority of Selby residents are within a 20-30-minute walk of the rail station and

town centre and **Figure 2-9** demonstrates Selby Town and a number of surrounding settlements including Barlby, Wistow, Thorpe Willoughby and Brayton are with a 20-30-minute cycle to the town centre / rail station. According to the National Travel Survey (2019). the average duration of a walking (for short and long walks) and cycling trip are 17-31 minutes and 23 minutes, respectively, which means most residents of Selby Town and close settlements can reasonably access the town centre and station via active modes with high-quality infrastructure.

The Selby Station Gateway TCF scheme will help deliver against this objective through providing better connectivity to key town centre and employment destinations, thereby enhancing opportunities for a sustainable mode shift towards walking and cycling as an alternative to the private car. Similarly, a key focus of the TCF scheme is enhancing the Station's status as a strategically important sustainable transport gateway; this will enhance connectivity with the LCR via non-car modes, encouraging increased uptake of rail and bus for longer trips. In turn, this will help deliver against the Government's Transport Decarbonisation Plan (TDP), putting the UK on route to achieving net-zero emissions by 2050.

Figure 2-9: Cycling Isochrones from Selby Rail Station

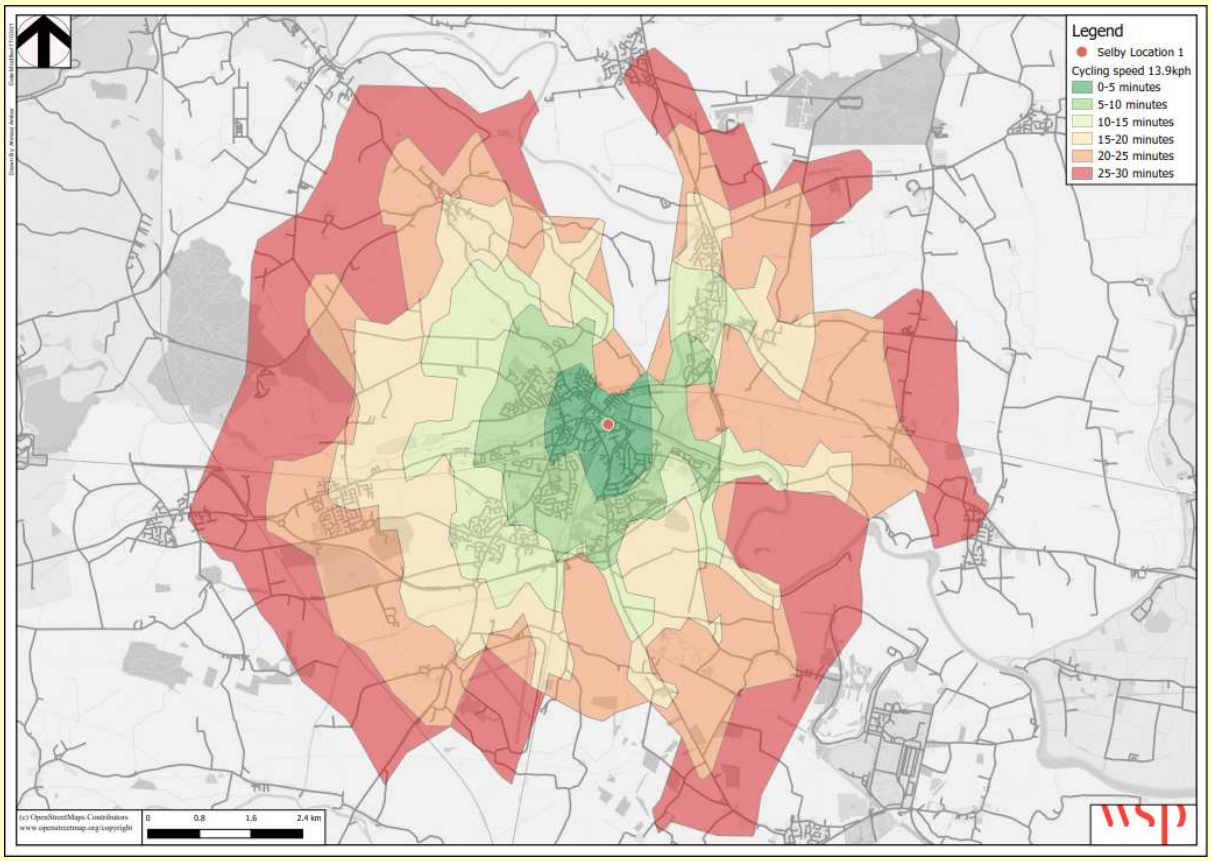


Figure 2-10: Walking Isochrones from Selby Rail Station

Overall, there is a net out-flow of commuters to areas outside of Selby town, which is in alignment with the wider trend around Selby having a low proportion of residents living and working within the district. This highlights the need for good levels of accessibility between Selby and the larger economic centres in the LCR to enable good linkages and connectivity between people and employment opportunities. In order to align with local, regional, and national targets to decarbonise the transport sector, the accessibility of sustainable travel options (rail, bus, cycling and walking) is of significant importance if high demand for travel outside of the district is to be managed in a sustainable way.

As stated in WYCA's Carbon Reduction Pathways Report, to achieve WYCA and the Leeds City Region Enterprise Partnership (LEP)'s 2038 net zero target requires ambitious reductions in transport emissions that go beyond current national targets and policy commitments. This involves reducing private car travel by 21% through shifting demand to public, shared, and active travel, which must see drastic increases that include a 78% increase in travel by walking and 2000% increase in travel by bike. There must also be an ambitious roll out and rapid uptake of electric vehicles. This is required alongside increases in rail passenger and freight capacity, which will need to be accommodated through expansions of infrastructure and/ or service levels to achieve a 53% increase in travel by rail.

The Selby Railway Station Gateway scheme contributes to the delivery of transformational infrastructure required to achieve these drastic changes in travel patterns that must take place for North and West Yorkshire to become net-zero carbon by 2038. Specifically, it is anticipated that the provision of new pedestrian, cycling and rail access infrastructure is expected to encourage a modal-shift to active and shared modes, thereby avoiding trips that would otherwise have occurred by private vehicle. Additionally, the scheme will install eight

new Electric Vehicle charging points within the proposed Cowie Drive Surface car park, which will support the uptake of EV and the associated reduction in emissions of surface road transport. Extra ducting will also be included in the new car park, offering the potential to expand EV charging network in the future. The provision of EV charging, improved cycle storage, and enhanced rail service will establish the gateway as a future ready transport hub. The carbon impacts will be quantified, managed, and reduced through design process using WSP Carbon Zero Appraisal tool. This is reported in **Section 2.1.2** and appended at **Appendix D**.

Car/ Private Vehicle Use

As discussed, car ownership in Selby is high, with 87% of households having access to a car or van (Census 2021). As such, the propensity to drive is high. The level of car ownership in the district, reflects the respective journey to work patterns. As shown in **Table 2-7 and 2-8**, the dominant mode of travel to work for Selby residents is by car; this is evident both within Selby town (66%) and across the wider district (82%). This level of car use may be as expected given the rural nature of the district, employment sites away from public transport routes, and the resulting lack of availability of alternative modes as a realistic option for travel.

In terms of vehicular accessibility, the A19 provides north-south connectivity between Selby and York and access to the Strategic Road Network (SRN). The A63 provides east-west connectivity, and forms a key route in terms of accessing Leeds from Selby. The A64, to the north of Selby, also provides east-west connectivity between Leeds, York, and the coast. The M62, M1 and A1(M), located to the south and west of the district, provide access to the national motorway network and strategically important connectivity to areas outside of the region.

Selby town centre has a plentiful supply of car parking provision, which is likely to be contributing to car travel in the town. There are several car park sites in the town centre, with provision for a total of 1,760 parking spaces.

Current car park utilisation rates are generally low with free parking capacity in most areas. However, without intervention demand for parking is expected to increase due to the Core Strategy and Local Plan growth concentrated in and around the town centre, and the increased need for parking for commuting by train, which will be compounded by service improvements at Selby Station and new homes to be built in the town and wider district.

Within central Selby, travel to work by car still remains the dominant mode within the town, and is closely aligned with the national average. However, given that many of the town centre jobs and services can be accessed without the need to travel by car, it is likely that there is significant scope to reduce the propensity to drive through the encouragement of viable and sustainable travel alternatives, including bus and rail for longer journeys, and walking and cycling for local trips.

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

In light of the above, there is an opportunity to invest in Selby town in order to encourage a sustainable mode shift towards walking and cycling for local trips, and a shift towards rail and bus for longer, cross boundary trips. The proposed TCF scheme will help encourage this shift through providing high-quality infrastructure and more opportunities for active travel. This would reduce dependency on private cars and the associated vehicle emissions, as well as fostering better outcomes for residents in terms of physical activity and health. It would also help mitigate the anticipated growth in demand for parking, through enhancing the viability of alternative, non-car modes.

Bus

The use of bus for commuting follows a different pattern to that of rail. The Yorkshire and Humber average proportion (9%) is slightly higher than the national average (8%), although the North Yorkshire average is significantly lower, at 3%. Selby District's bus usage for commuting is also low at 3%, which is likely reflective of the rural nature of the district, generally low service frequencies and coverage in the rural areas. Selby town is the focus of much of the bus services within the district, however bus usage is still low (5%).

Selby bus station is situated centrally, within proximity to the town centre on Station Road off the A1041 Bawtry Road, and approximately 0.1 miles from Selby Rail Station. The bus station consists of six bus stands along the roadsides with small shelters.

Bus services from the station provide connections to areas within Selby town, in addition to villages within the wider district. There are also bus services to larger towns and cities including York, Leeds, and Doncaster, which typically operate hourly.

In terms of integration between the bus and rail stations, the journey can be made on foot in around 3 minutes as a result of the short distance between the two locations. However, as noted above, modal transfer between the bus and train station is constrained by several factors despite the very short walking distance.

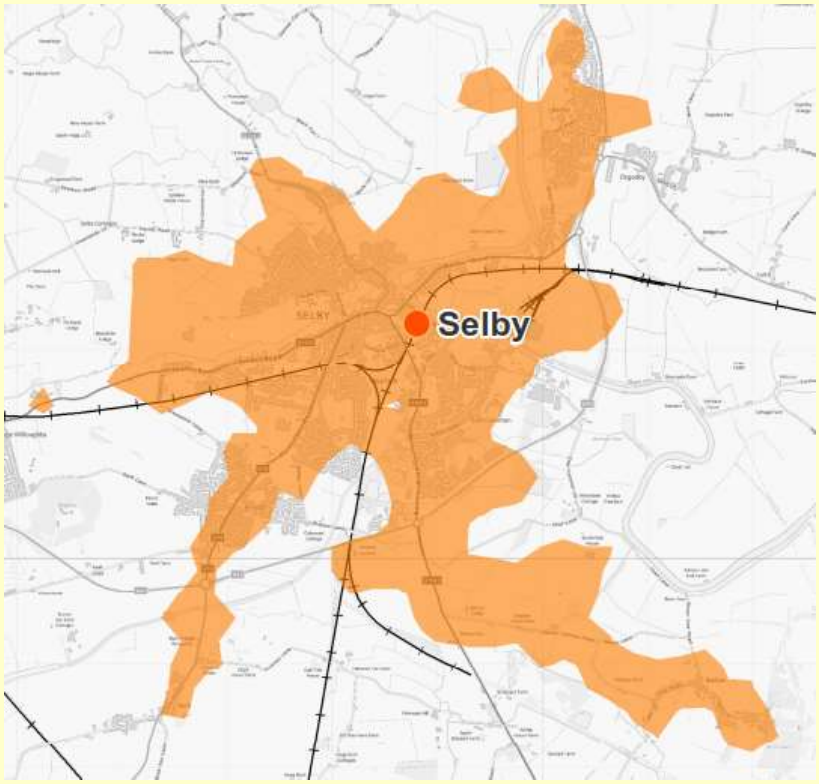
The ease of modal transfer will become more important as passenger footfall continues to growth in future, with average 0.31% annual growth expected to occur up to 2043, according to annual rail forecasts provided by the DfT between 2018/19 and 2050/51. Provision of good accessibility to Selby Rail Station by a range of non-car modes is essential to reduce impacts of congestion that may result from increased demand for travel to the rail station. These improved transport links to facilitate multimodal trips are commonly cited in a range of local, regional, and national policies; this includes the DfT Local Transport White Paper "Creating Growth and Cutting Carbon" which aspires to improve the links that help move people and goods around, with a particular focus on walking and cycling for shorter trips. More locally, the Selby District Core Strategy Local Plan identifies a need to moderate unsustainable travel patterns, which could be achieved through improving links to the Station Gateway for non-car modes.

In addition, Selby's high level of cross-boundary commuting (largely by private vehicle) suggests that, depending on the bus services and routes available, there is scope to encourage a modal shift towards bus. Provision of improved access to bus services, better integration of the bus and rail stations and improved public realm, as part of a more holistic transport gateway area, would help to improve the attractiveness of bus travel, support increasing bus usage and a reduction in private car travel.

This could be achieved through enhancements to the Station Gateway to provide better opportunities for multi-modal trips, as well as facilitating safer and more convenient access into the bus station, resulting in quicker and more reliable journey times for bus users. This is in line with NYC's LTP4, particularly Objective 3 "Access to Services" by providing inclusive access to bus and rail services by sustainable modes. The scheme would also support the realisation of Objective 4 "Environment and climate change" by increasing trips by sustainable modes and cutting carbon through the delivery of high-quality active travel infrastructure and the enhancement of the station gateway area, making travel by bus and train more attractive. These new and enhanced facilities will enable mode shift away from private car to be realised, resulting in lower carbon emissions, contributing to the Governments Carbon Net-Zero Target.

In terms of accessibility of the rail station / town centre, **Figure 2-11** illustrates the areas that are within a 20-minute journey time by bus. This is based upon bus timetabling information, available for services in the area; it also includes the walk time to and from bus stops, as part of the 20-minute journey time, by considering the origin (areas of population) and destination (nearest bus stops to the rail station) for journeys during the morning peak.

Figure 2-11: 20 Minute Bus Catchment: Selby Station



This shows that it is possible to reach the town centre and rail station within 20 minutes from much of the surrounding urban area, covering a resident population of almost 12,000.

This suggests that there may be issues affecting bus connectivity with the station area and, through improvements aimed at addressing this issue, there could be the potential to improve bus journey times and increase bus usage in the town and wider district.

Provision of improved access to bus services, better integration of the bus and rail stations and improved public realm, as part of a more holistic Transport Gateway area, would help to achieve this.

Active Modes

The use of active modes (i.e., walking and cycling) in Selby is varied. Given Selby is a relatively small town, with much of the built-up area being within proximity to the town centre, as it may be expected Selby has a relatively high proportion (19%) of people that walk to work which exceeds the proportion of journeys for the wider North Yorkshire and Yorkshire and the Humber areas. This is also reflective of Selby being the main urban area in terms of facilities, services, and employment opportunities in an otherwise rural district, where many people live and work in the same area. As described earlier, the nature of Selby town centre affords an opportunity to build on existing walking and cycling levels to further encourage a modal shift from the large number of trips in Selby dominated by car.

Cycling levels for Selby District are in alignment with national and regional averages, with cycling levels in Selby Town being twice that of these averages. There is significant scope to increasing cycling levels from this base level and enhancing levels further in the town area, subject to delivering accessibility and infrastructure improvements.

Walking Provision

Most roads in Selby town centre have footways adjacent, and there is a mixture of formal and informal pedestrian crossings provided throughout the town.

The main pedestrian route to the station is via Station Road which can be accessed from the town centre area via Park Street/Bawtry Road and Ousegate. Station Road has sections of narrow and segmented footpath connecting the train station with the bus station. There is limited space for pedestrians exiting the rail station building, and much of Station Road is dominated by both car parking provision and the presence of light industrial units. The insufficient signage, poor standard of pathways and the lack of pedestrian crossing facilities result in low pedestrian permeability with the surrounding area, in turn reducing the attractiveness of walking to/from this area.

In order to align with national, regional, and local policy, and contribute towards the councils ambition to be carbon neutral by 2040[7], there is a need to increase the number of journeys made on foot and reduce the propensity to drive. The UK's Cycling and Walking Investment Strategy aims to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040. The provision of a coherent and safe network of walking infrastructure is pivotal in order to meet this ambition, and to help overcome barriers that are currently discouraging walking trips.

This is particularly important given the significant planned development concentrated in Selby town, which is likely to result in increased town centre living. However, current provision for pedestrians will be unable to accommodate such growth in demand and footfall. Investment to improve town centre walking routes and enhance local connectivity on foot is therefore necessary in order to facilitate the town's planned growth, ensuring this growth is 'clean', in line with WYCA's Strategic Economic Framework, and does not hamper

[7] Note the OBC referred to (now former) Selby District Council's climate change ambition for 2050.

efforts to tackle the climate emergency. Town centre infrastructure should, therefore, ensure that local journeys can be made on foot or by bike where possible.

Cycling Provision

While Selby features many footpaths with the potential to contribute towards enhanced pedestrian connectivity, there are very few bridleways or cycle tracks which is a key weakness of existing cycling infrastructure provision. Selby does, however, include a significant cycle route: The Trans Pennine Trail. The Trail is a long-distance route running from the east to west coast across northern England, incorporating only gentle gradients. The Trail extends through Selby District, passing through the centre of Selby town. The Trail is included within the National Cycle Network (NCN) as Route 62, forming the west and central sections of the Trail.

As discussed earlier, levels of cycling in Selby are very low – particularly for commuter trips – and responses to the Station Surveys demonstrated that only 3% of respondents arrived by bike. This is despite the town centre, and the transport Gateway area, being within an accessible cycling distance for much of the local population.

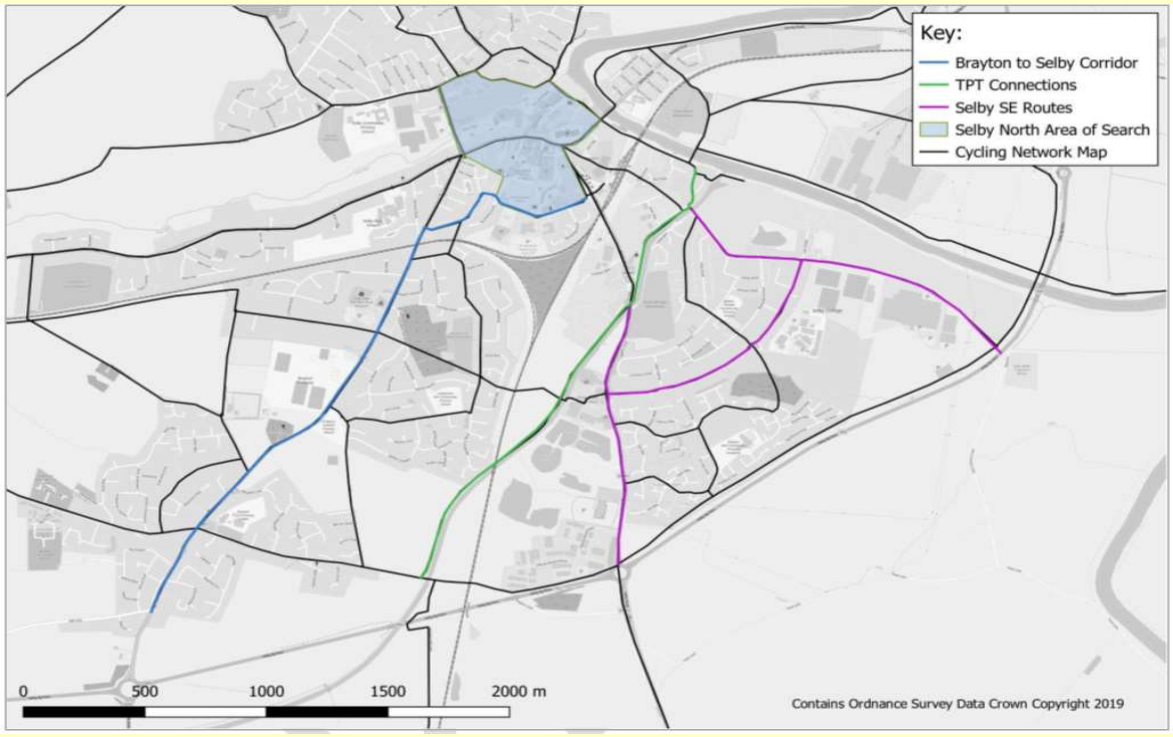
The lack of cycle infrastructure and facilities in the town is likely to be a key factor in the low levels of cycling. If perceived barriers to cycling are reduced or removed, through provision of dedicated cycling infrastructure and improved facilities that would look to address any safety concerns and improve journey quality - particularly for commuters, there is significant potential to increase the proportion of trips to and from the station, and the town centre, by bike.

In light of the above, the Selby Local Cycling and Walking Infrastructure Plan (LCWIP) identified a number of emerging priorities for the town, with a focus on creating a cohesive network for walking and cycling that will encourage greater uptake these modes. Based on analysis using the Propensity to Cycle Tool (PCT), desire lines, trip attractors/ generators and stakeholder input, four priority corridors were identified for investment in Selby, as follows:

- Corridor 1: Brayton to Selby Corridor;
- Corridor 2: Trans Pennine Trail (TPT) Connections;
- Corridor 3: Selby South East (SE) Routes; and
- Corridor 4: Selby North Area.

The corridors and the existing TPT route are illustrated in **Figure 2-12**.

Figure 2-12: LCWIP Priority Cycle Corridors for Selby (Source: Selby District LCWIP)



The analysis undertaken as part of the LCWIP demonstrates that there is significant potential to increase uptake of walking and cycling in Selby. The Selby Station Gateway scheme will directly complement the LCWIP proposals, strengthening their case and helping to create a holistic and coherent cycle network across the town. In addition, synergies between the proposals will allow for maximum impact in terms of delivering modal shift towards cycling within the Selby district; encouraging those who do not currently walk or cycle for everyday purposes to do so, generally aligning with travel for commuting and utility purposes over shorter distances.

Collectively, the Selby Station Gateway TCF scheme and LCWIP proposals will complement the Council's vision, aims and objectives for sustainable development, provide opportunities for walking and cycling, potentially enhance community infrastructure and spaces, while also promoting environmental, health, and socially equality agendas.

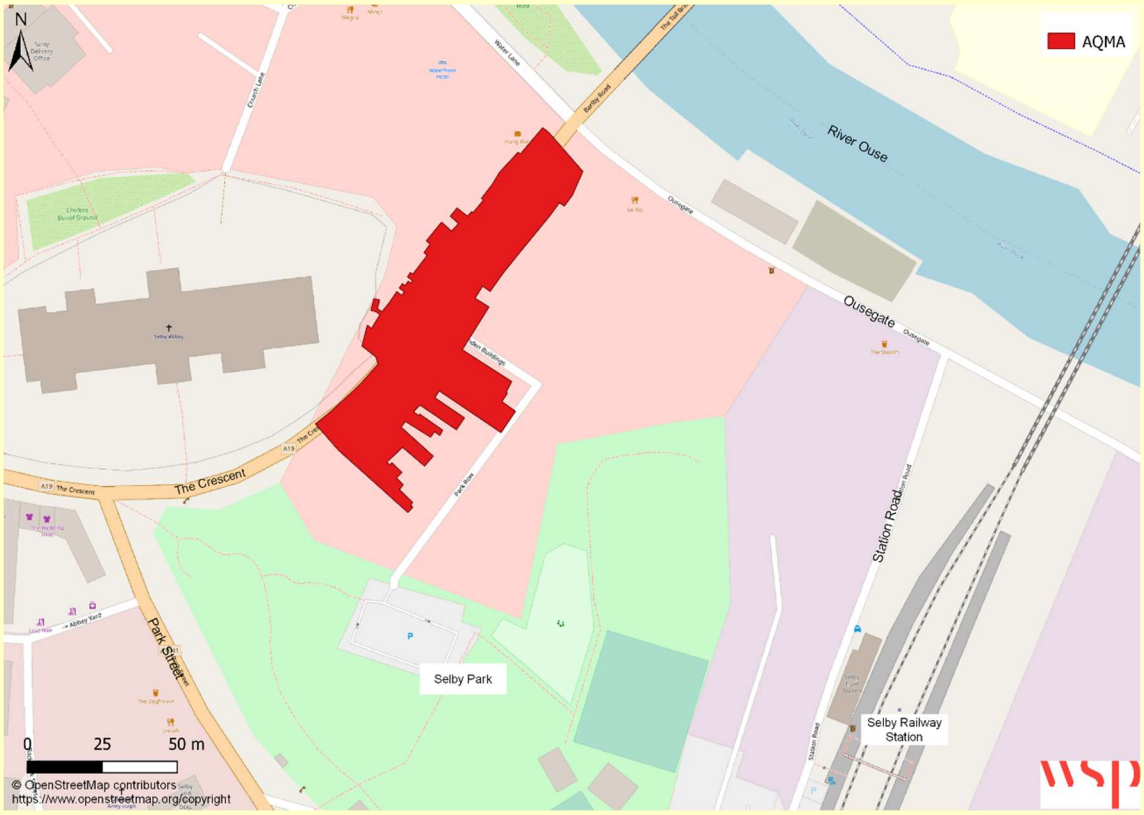
Air Quality

Local authorities in the UK have statutory duties for managing air quality under Part IV of the Environment Act 1995. In line with this, the Council is required to carry out regular reviews and assessments of air quality against standards and objectives prescribed in the Air Quality (England) Regulations 2000 and the Air Quality (England) (Amendment) Regulations 2002. If one or more of the air quality objectives for each of the seven pollutants specified in the regulations are exceeded an Air Quality Management Area (AQMA) must be declared.

In 2016, an AQMA was designated adjacent to Selby Railway Station, due to excessive levels of NO2 in the area; traffic volumes and congestion have been identified as a key cause. The designated area incorporates 1 to 21 New Street odd number inclusive, 16 to 30 New Street even numbers inclusive, 50 Ousegate, 1 to 5 The Crescent inclusive, Park

House, The Crescent and Thornden Buildings, and New Street. The AQMA is shown in **Figure 2-13** below.

Figure 2-13: Selby town centre AQMA



It is assumed that a significant proportion of the vehicular traffic contributing to air quality issues in the area stem from journeys to and from the station gateway area, further emphasising the need to deliver improvements to more sustainable travel alternatives.

It is acknowledged that, whilst the pace of technological change within the automotive sector is accelerating and vehicles are gradually becoming cleaner and more efficient, the level of economic growth and development outlined within this strategic case will result in a higher number of private vehicles using the local road network and, as a result, various mitigation strategies will still need to be implemented to manage air quality issues.

The proposed TCF scheme will contribute towards addressing this issue, through encouraging increased uptake of active and sustainable modes of travel, reducing reliance on the private car, and providing EV charging points. This would reduce transport-related carbon emissions associated with private vehicle use, supporting improved air quality, and fostering better health outcomes for Selby residents.

Future 'without scheme' Conditions

Summarising the information presented throughout this chapter, there is a clear need to invest in Selby's transport network. Without adequate intervention, existing issues relating to the poor station gateway and infrastructure, accessibility and connectivity deficiencies, air quality, unsustainable travel patterns and growth/development constraints, are expected to deteriorate. Specifically:

- Unsustainable travel patterns, congestion and high volumes of cross-boundary commuting by private vehicle will continue;

- There will be limited opportunities to rebalance movement to walking, cycling and public transport and private vehicles will continue to be the dominant mode. This will affect the area's ability to achieve the local, regional, and national targets for net-zero and aims to decarbonise the transport system;
- Plans for new development, may be adversely affected without sufficient sustainable travel opportunities and associated infrastructure improvements;
- Efforts to tackle areas of deprivation may be constrained in the absence of accessibility and active travel improvements;
- Insufficient progress may be made towards tackling the AQMA in Selby and improving poor air quality; and
- Selby and the wider region will not be able to take full advantage of rail service enhancements, nor will it be able to provide a station gateway befitting of current and future passenger growth levels.
-

SUMMARY OF CURRENT AND FUTURE ISSUES

Summarising this section, below is an overview of the key issues and challenges currently facing Selby, followed by the anticipated future conditions and issues likely to arise without the scheme.

Existing Situation

- **High level of cross-boundary commuting** to/from the Selby district highlights the need for strong and reliable strategic transport links to the wider LCR. There is a need to ensure that commuting patterns are as sustainable as possible, with a shift towards non-car modes such as rail and bus, including for those commuting from Selby's rural hinterland;
- **Significant socioeconomic inequality** across the district. In particular, the Selby West Ward is the most deprived ward in the district (39% have no qualifications and 17% are unemployed). There is a clear need to improve access to education and employment opportunities and key services locally and across the LCR. Transport is integral to this and the provision of efficient, inclusive, and sustainable travel is fundamental addressing the inequalities within Selby;
- **Poor-quality Transport Gateway** limited public realm and accessibility to Selby Railway Station. There is a clear need to improve the gateway, particularly given the significant forecast growth in rail passenger demand;
- **Selby rail and bus station act as gateways to the wider region, but currently accessibility to, and connectivity between the sites is poor**, particularly for sustainable modes. This has led to a high proportion of cross-boundary commuting trips made by private vehicle, which is unsustainable and does not support WYCA's ambition to be carbon-zero by 2038;
- **Low levels of rail patronage**, despite Selby being well served by rail services, with direct links to Leeds, Manchester/Liverpool, Hull and London;
- **Selby has a relatively high proportion of elderly residents**, with almost 1 in 5 aged over 65. There is therefore a need to ensure the transport system is able to accommodate and support Selby's ageing population, so that the elderly are able to stay active and independent, reducing loneliness and isolation.

- **Selby has a lower-than-average proportion of residents with qualifications at NVQ4 and above**. Enhancing access to key educational sites provides a catalyst for enhancing the skills and capabilities of the population, in turn boosting productivity and growth.
- **Higher than average levels of car ownership** in Selby have a significant impact on the operation of the local transport network, with high traffic volumes causing congestion, in addition to negatively impacting air quality and health outcomes.

Anticipated Future Challenges

- **Future Investment & Planned Development –** There are strong growth aspirations for Selby town and the wider district, including a planned new settlement; this growth will continue to put pressure on the network and rebalancing movement to more sustainable modes will be important and key to addressing the region's net zero commitments;
- **Population Growth & Societal Changes:** Selby has a rapidly growing, and ageing population, together with significant planned development. The resident population aged over 65 is forecast to increase by 21% by 2025. This could result in lower economic activity, reducing the ability of the local labour force to support economic growth and development. It will also result in changes to how people will access key services and mean that town centre environment will need to adapt to provide the necessary facilities and infrastructure to support the changing population. Rebalancing movement to support a range of modes will be an integral part of this;
- **Resilience & Future Ready:** The resilience of town centres and the need to be future ready is an increasing priority and will continue to have an impact on Selby and the town centre. This is particularly important given the climate emergency and associated targets for net-zero; a reduction in transport emissions can play a pivotal role in achieving this ambition;
  Economic Growth and Strategic Connectivity: Strategic connectivity both locally and across the wider LCR will play a key role in facilitating economic growth in Selby. The provision of strong, sustainable transport links will support the movement of people and goods, ensuring this growth is good for people, good for the economy and good for the environment; and
- **Growth & Development:** There are significant sites allocated for development within Selby, including the Rigid Paper and Olympia Park sites are. The proposed TCF scheme has the potential to support development through making the area more attractive to investors, employers, and residents.

STRATEGIC PURPOSE OF THE SCHEME

In light of the above challenges, the Selby Station Gateway TCF will deliver enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at Selby Rail Station; helping to establish the site as a strategic gateway to the wider LCR. The scheme will provide better connectivity between the station, town centre and nearby development sites, as well as providing opportunities for onward travel to jobs and education in Leeds and across the wider region.

The package of interventions will drive a modal shift towards more active and sustainable transport modes, in line with local and national targets to decarbonise the transport system

and work towards becoming carbon neutral by 2030; as well as supporting enhanced connectivity to employment and education opportunities, helping to address the UK Government's 'Clean Growth' grand challenge, ensuring action is taking to deliver jobs and growth, albeit sustainably with minimal environmental detriment. A Carbon Zero assessment has been undertaken which alongside the Green Streets principles has informed the options development and scheme design progress.

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

Ultimately, the scheme will contribute to the fulfilment of the TCF vision, in terms of better connecting people to economic and education opportunities across the LCR through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier, and happier communities for the future.

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

Leeds City Region's Strategic Economic Plan (2016)

The Leeds City Region Strategic Economic Plan (SEP) 2016-2036, is the ambitious, long-term strategy to fulfil the critical LCR's exceptional economic potential and cement its place as a growth engine for the north and the nation.

The proposed TCF scheme for Selby will contribute to the priorities and targets of the Leeds City Region Strategic Economic Plan 2016 (**Table 2-12**), and the wider adopted priorities and policies of the Combined Authority, as set out below:

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

Table 2-12: SEP Alignment with Scheme

SEP Target	Alignment with proposed TCF scheme
Deliver upwards of 35,000 additional jobs and an additional £3.7 billion of annual economic output by 2036	The proposed TCF scheme in Selby will deliver accessibility, gateway and public realm improvements which will support economic growth, unlock development, and create new jobs through a more diverse and resilient local economy. The proposed improvements will help Selby to build on its already significant economic strengths, supporting the

Become a positive, above average contributor to the UK economy	diversification of the primarily manufacturing and energy-based economy, ensuring that the area can contribute further to economic growth at both a local and regional level.
Seek to exceed the national average on high level skills and to become a NEET (not in employment, education, or training)-free City Region	The scheme components will enhance access to educational, training and employment opportunities for residents in Selby, particularly for more deprived areas with lower levels of car ownership. Through enhanced access to opportunities, the proposed scheme will contribute towards wider LCR aims through upskilling residents, providing more opportunities for training and further education, and delivering more jobs.
Make good progress on Headline Indicators of growth and productivity, employment, earnings, skills, and environmental sustainability	The proposed TCF scheme components in Selby will contribute to all of the headline indicators set out in the SEP; delivering economic growth, increasing and diversifying job opportunities, creating more high value, high paid jobs, enhancing access to training and education to boost skills, and encouraging a shift to more sustainable transport modes aligning with environmental and sustainability priorities (cutting air pollution, reducing congestion and delivering cleaner, greener and more liveable areas).

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

Table 2-13: SEP Priority Areas

Priority Area	Headline Initiative
Priority 1: Growing Business	1: Implement coordinated and wide-ranging actions to radically increase innovation
	2: Become a global digital centre – with specialisms in data storage, analytics, digital health, and tech skills
	3: Boost business growth, productivity, exports, and investment by linking businesses to support and funding, including through the LEP growth service, skills service and trade and investment programme
Priority 2: Skilled People, Better Jobs	4: Deliver a 'more jobs, better jobs' programme to widen employment, skills, apprenticeships, and progression opportunities, linked to NEET-free goals
	5: Devise and deliver a programme of action to increase high level skills and close the gap to UK average
Priority 3: Clean Energy & Environmental Resilience	6: Targeted investments and innovation to make the city region a leading-edge centre for zero carbon energy
	7: Make climate change adaptation and high-quality green infrastructure integral to improving the city region economy and its spatial priority areas

Priority 4: Infrastructure for Growth	8: Deliver 30+ West Yorkshire Plus Transport Fund schemes and make progress towards a single 'metro style' public transport network, connected to major national/northern schemes such as HS2 and Northern Powerhouse Rail
	9: Develop and regenerate integrated spatial priority areas, supporting employment, quality environments and the building of 10,000-13,000 homes per year
	10: Develop an integrated flood risk reduction programme, incorporating flood defences, green infrastructure, and resilient development

Table 2-14 below sets out the Selby Station Gateway TCF scheme's expected contribution towards each of the SEP priority areas:

Table 2-14: Selby Station Gateway's Contribution to SEP Priorities

Priority 1: Growing Businesses
Improvements to sustainable travel accessibility and public realm enhancements will support regeneration, business growth and start-ups in Selby town centre. The scheme provides better connectivity to the rail and bus stations which will enable more people to access jobs and opportunities both within Selby and across the wider region. The proposed connectivity improvements will also encourage businesses to invest in the area, helping to facilitate economic growth and development.
The scheme will contribute to increasing exports and business investment in the region, through supporting business growth and expansion, enhancing connectivity between Selby and the wider LCR, and supporting redevelopment and regeneration of the town centre which, in itself, is likely to act as a catalyst for wider investment and development.
The scheme will extend opportunity and contribute to the delivery of local growth objectives, by unlocking new development, and mitigating the impact of this development on the local transport network through ensuring a focus on sustainable travel options. As a result, the scheme will foster 'good growth' which is good for people, good for the economy, and good for the environment.
Priority 2: Skills, People and Better Jobs
The TCF proposals for Selby will contribute towards the Strategic Economic Plan target to increase the number, range and quality of apprenticeships, and enable individuals to develop the skills they need to realise their potential in a changing labour market; it will deliver an enhanced public realm, town centre environment and accessibility improvements, which will support both new and existing businesses to grow and expand, and contribute to unlocking new development, resulting in increased employment (and apprenticeship) opportunities at a local level. Enhanced access to the wider city region will improve access to opportunity, contributing to increasing the range and quality of apprenticeships available and allowing more individuals to access skill-building opportunities within educational or workplace settings.

Through the delivery of sustainable and active travel (walking and cycling) improvements, the scheme will ensure equality of opportunity in terms of access to education and training provision. It will better connect surrounding communities to Selby Railway Station, including more deprived areas within close proximity to the town centre. This will deliver enhanced levels of access to education and training opportunities, both locally and across the wider LCR, including Selby College, The University of Leeds, and The University of York, through improving the local transport network in Selby and enhancing access to Selby Rail Station.
Priority 3: Clean energy and Environmental Resilience
The proposed scheme will make a significant contribution to the delivery of a low emission transport system, in alignment with the LCR Energy Strategy Priority Action Areas, through increased sustainable and active travel use, leading to a reduction in fuel consumption, emissions and air pollutant levels within the town.
Through encouraging a sustainable mode shift towards bus, rail, cycling and walking, the scheme will reduce the number of vehicles on the road, minimise local congestion and enhance the resilience of the local highway network. The proposed scheme also seeks to incorporate green and blue (GBI) infrastructure where possible, in addition to enhancing existing infrastructure.
The scheme will encourage a switch from the private car to more sustainable transport modes, and provide enhanced access to rail where journeys may have otherwise been made entirely by private car, contributing to improving air quality and tackling the designated AQMA on New Street (A19), which was declared in February 2016.
Priority 4: Infrastructure for Growth
The scheme will deliver sustainable and affordable travel options by providing improved connectivity and access to employment, education, and training opportunities both within Selby and across the wider City Region. Improving connectivity between, and access to, key development sites will support and facilitate sustainable job growth, thereby minimising carbon impacts of new developments.
The scheme will extend opportunity and contribute to the delivery of local growth objectives, by unlocking new development, and mitigating the impact of this development on the local transport network through ensuring a focus on sustainable travel options. This will also make a tangible contribution to LCR targets to deliver 13,000 additional homes per year up until 2031, in addition to supporting development within the Spatial Priority Areas of housing and employment growth. Providing the right infrastructure will increase good growth in all parts of the region while providing people with more choices on where to live, work and socialise.
The scheme will support growth in Selby by improving the attractiveness of the town to future investors and potential developers, therefore contributing to the delivery of local growth objectives.
The scheme will facilitate inclusive growth through enabling enhanced accessibility for more people and communities in Selby to opportunities across the LCR and vice versa through tackling first and last mile connectivity issues. The scheme will also increase rates of active travel and productivity and deliver associated health and well-being benefits.
WYCA Strategic Economic Framework (2020)

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

The Combined Authority Vision for the region, as set out in the SEF, is as follows:

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

The five priorities that the SEF aims to achieve are:

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

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

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

Evidence to support the Importance of Investing in Active Modes

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

Investing in active modes can have significant economic benefits. Research by Sustrans has demonstrated that cycling has significant benefits for the economy both in terms of the contributions cycle users make as consumers on the high street and town centres, the

benefits to employers and the reduced costs for the NHS from greater physical activity. The Sustrans' Walking and Cycling Index showed that in 2021, walking, wheeling, and cycling created £6.5 billion in terms of economic benefit for individuals and society across the areas surveyed. Additionally, Cycling UK has identified that for every £1 invested on walking and cycling schemes, £5-6 is returned, providing a 'very high' value for money 'benefit to cost ratio' (BCR), showing the value and importance that these schemes have. Research by We Are Cycling UK ('Cycling and the Economy, 2016') has shown how cycling infrastructure can help disadvantaged groups to acquire skills and access job opportunities. Similarly, research by Living Streets ('The pedestrian pound', 2014) found that investment in better streets and spaces for walking can:

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

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

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

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

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

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

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

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

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

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

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

Evidence in Support of the Importance of Bus investment

If ambitious levels of inclusive economic growth are to be achieved investment in bus and other shared transport infrastructure is vital. Improved transport gateways provide opportunities for interchange with other bus services or rail services.

Combining different ways of travelling makes public transport more attractive to current and new users whilst also demonstrating how the transport system, including interchanges, can contribute to economic, social, and environmental objectives.

Investing in individual transport modes in isolation means much transport planning remains reductive. Good interchanges can greatly influence the travel choices people make. Existing interchanges have developed for many reasons including facilitating easier access to networks, taking advantage of co-located transport infrastructure, making the most efficient use of available capacity and to support new retail and housing development.

An assessment of wider economic benefits associated with additional bus infrastructure has been undertaken utilising evidence around the impacts on labour market access, retail spend and job creation, as detailed in the KPMG National Statement on Local Bus Infrastructure ('Greener Journeys, 2017). These are broken down into the following categories:

- Access to more employment opportunities
- Access to better employment opportunities
- Improved business to business linkages (agglomeration impacts)
- Better job-worker matching and skills alignment
- Better access to training and education
- Consumer and business access to goods and services

This shows that on average, and considering a wide range of wider impact benefits that £4.65 of wider economic benefit is achieved on *direct* bus infrastructure improvement costs (only), for each £1 spent on infrastructure enhancements.

Investment in the bus hub facilities at Selby will create an attractive interchange between the bus and rail. In turn, influencing travel behaviour stimulating the uptake of multi-modals trips.

Evidence to support the Importance of Investing in Rail

The rail station is the gateway into Selby. The town and district are served well by rail services and connects well to the network. Encouraging rail usage in Selby for long and medium distance trips will support the modal shift away from car, where the highway network is already constrained by limited road space and worsened by growing population and an expanding town. Investment in rail and active modes will also encourage active travel from housing and employment sites to the station, thus strengthening the drive to improve public health through increased physical activity in the area.

The scheme will improve access to Selby Station and support access to the Northern Powerhouse Rail and Integrated Rail network, ensuring that Selby District (within the Leeds City Region) is 'IRP and NPR-ready' and the benefits of connectivity, access to opportunities and reduced journey times to the rest of the are realised within Selby District.

Investment in the rail station enhancement and access to the station, as part of the scheme, is forecast to take remove 12.6 million vehicle kms over the 60-year appraisal period.

Carbon Appraisal

The provision of new active travel infrastructure, improvements to the public realm and the attractiveness of public transport is expected to encourage a modal shift towards sustainable modes of transportation, thereby avoiding trips that would otherwise have occurred by private vehicle, tackling the Climate Emergency.

The WSP Carbon Zero Appraisal tool and WYCA Carbon Proforma (**Appendix D**) has been used to understand the carbon impacts relating to the proposed scheme. It appraises the whole-life carbon impact of the scheme and quantifies key impacts that have greatest influence on the net-impact of the scheme, including modal shift, changes to traffic volumes and routing, embodied construction carbon and changes in carbon sequestrations from tree loss and planting.

The tool demonstrates, in the Phase 1 Scenario, the modal shift from car to active and shared modes to have a modest impact on carbon reductions and contribution towards the WYCA's target of net zero by 2038. Investment in active modes infrastructure as part of the scheme is forecast to remove 23 million car kms over the 60-year appraisal period, with an associated reduction in carbon emissions of approximately 1,393 tCO2e in the same period. This however is offset by the adverse impact associated with disbenefits to general traffic (re-routing due to the downgrade of Denison Bridge and associated congestion on main roads) leading to an increase in greenhouse gas emissions in modelled years of approx. +27,750 tCO2e over 60 years. When also considering embodied carbon from construction and changes in carbon sequestration from trees, this appraisal under a 'business as usual' scenario predicts the scheme would increase greenhouse gas emissions by nearly 30,000 tCO2e.

This reported increase in carbon emissions is heavily driven by the modelled rerouting impacts from the closure of Denison Bridge. Given the evidence from its recent closure and known limitations of the modelling in capturing resulting modal-shift for short distance trips, it is expected that in reality the carbon impacts from traffic changes will be significantly less. Assuming a reduced scale of traffic disbenefit impact however the scheme is considered likely to still cause a net increase in carbon emissions under business as usual assumptions, driven by embodied carbon and traffic disbenefits which this appraisal suggests will outweigh carbon reduction from modal-shift and tree planting.

The appraisal referenced above quantifies the carbon impact of the scheme in-isolation, whereas in reality the transformational nature of the scheme has potential to generate greater carbon savings from additional growth it supports in Selby. Provision of improved active and shared transport infrastructure (rail and bus) is likely to support trips generated by this new growth taking place using active or shared modes as opposed to private car. Such additional, in-combination modal-shift is not captured within the appraisal.

Under a low-carbon future as defined in WYCA's Carbon Emission Reduction Pathway (CERP) 'balanced' scenario the scheme's carbon impact is significantly reduced. As outlined in Appendix D, accelerated Zero Emission Vehicle (ZEV) uptake and behaviour change carbon savings from modal-shift increase to 1,578 tCO2e over 60 years while the carbon impact from traffic disbenefits reduces to +14,073 tCO2e over 60 years. Assuming embodied and carbon sequestration impacts remain the same, a net increase in carbon emissions under the CERP scenario is still anticipated but to a lesser extent. This estimation still accounts for modelled traffic rerouting impacts that are considered to be exaggerated. Accounting for this, it is considered likely that the minor level of carbon impact reported under CERP assumptions will in reality be reduced to a level at which the scheme results in a net carbon reduction.

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

The Selby TCF proposals form an important part of wider infrastructure schemes in accordance with the Leeds City Region Strategic Economic Plan. This includes the Local Cycling and Walking Infrastructure Plan (LCIWP) and the Selby Station Masterplan – further details are provided below.

Transforming Cities Fund

The Transforming Cities Fund (TCF) will, as part of the wider LCR investment plan, deliver transformational, new infrastructure and help create a step change in travel across the region, and is essential to reducing reliance on car travel and meeting the LCR commitment to becoming a net zero carbon city region by 2038.

Announced in March 2020, the LCR will benefit from £317 million of investment from the TCF; this will dramatically improve people's access to public transport, cycling and walking across the following districts:

- Bradford;
- Calderdale;
- Craven;
- Harrogate;
- Kirklees;
- Leeds;
- Selby;
- Wakefield; and
- York.

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

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

The proposals are linked to the station 'gateway' regeneration proposals for Selby and contribute to delivery of 'healthy streets' in the town centre as well as unlocking economic growth and development. Key links include supporting the delivery of the development sites situated within the vicinity of the gateway, and delivery of the emerging Local Plan housing targets.

Local Cycling and Walking Infrastructure Plan

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, typically over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by bicycle.

Phase 1 of the Selby District LCWIP sets out a series of cycle and walking network plans and initial priorities to take forward for further development in Phase 2 of the Selby District LCWIP. Consideration is also given to the types of intervention appropriate for each network. Some of the priority areas and interventions proposed in the LCWIP, align closely with, and/or will complement the Selby TCF measures, as follows:

- Prioritise a route between Flaxley Road and Ousegate potentially including Millgate and Water Lane;
- Prioritise key junctions such as the A19 Doncaster Road level crossing, Brook St/ Gowthorpe signalised junction, and Denison Rd canal bridge;
- Prioritise a route between pedestrian areas in the north, and Selby town centre, particularly focusing on Scott Rd; and
- Prioritise interventions on A19 Doncaster Road, focussing on severance and a lack of crossing facilities.

Relevance: The key issues and emerging proposals developed for the Selby LCWIP, will complement, and support the TCF Station Gateway proposals. Collectively, the LCWIP and TCF programmes will help to create a more holistic and coherent cycle and walking network across Selby town, facilitating convenient, safe, and sustainable travel movements and helping to make walking and cycling the natural modes of travel, in line with the Government's CWIS.

Integrated Rail Plan for the North and Midlands

The Integrated Rail Plan (IRP) sets out the government's largest ever investment in its rail network, which includes building three new high speed lines, totalling approximately 110 miles of route between the East and West Midlands, the North West, Yorkshire, the North East, Scotland, and North Wales. One of these will be Northern Powerhouse Rail (see below), which will be built between Leeds and Manchester, extending to Liverpool, York, the Tees Valley, and Newcastle. The IRP will fully electrify, modernise, and upgrade the two existing diesel main lines (Midland Main Line and the Trans-Pennine Route from Liverpool to

Manchester, Leeds, and York). The IRP will double or treble rail capacity, and deliver significant journey time savings.

In addition, the IRP will protect and improve services on the existing rail lines, including the shorter-distance services as well as longer, cross-boundary services. The Plan will also introduce contactless tap-in and tap-out ticketing across commuter networks in the North and Midlands, to unlock integration with bus and tram networks and to improve travel convenience.

Relevance: The IRP and Selby Station Gateway scheme will be complementary, as they will both support and facilitate journeys made by rail, both through improving the convenience and effective operation of the railway (as proposed through the IRP) as well as improving access to the rail network (as proposed through the TCF scheme). Collectively the schemes will support and encourage more journeys to be made by rail, and improve the attractiveness and reliability of existing journeys.

Northern Powerhouse Rail

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

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

Selby Station Masterplan (2020)

The TCF proposals provide the necessary transport infrastructure that will enable the Selby Station Masterplan to be realised. The Station Masterplan seeks to regenerate the area in and around Selby Station. The masterplan will transform existing building and land uses to enhance the setting of the conservation area, restore heritage assets, and stimulate the local economy.

Relevance: The Selby Station Gateway scheme is an enabler for future Masterplan work in and around the Station and will act as a catalyst for the valuable redevelopment of key sites to further improve the economic vibrancy of Selby. Following the initial phase of development and the implementation of core transport infrastructure in the area under TCF is it anticipated that the later phases of the masterplan will come to fruition.

Selby High Street Heritage Action Zone

The Selby High Street Heritage Action Zone (HAZ) scheme aims to unlock the potential of the high street and make it more attractive to residents, businesses, tourists, and investors. The scheme helps with the recovery of the high street by rejuvenating historic buildings and engages with the local community through art and cultural projects. The Heritage Action Zone is finding new uses for empty historic buildings in and around the High Street and aims

to attract younger people to the town centre through the creation of public spaces for cultural activities, and the development of youth markets and festivals.

Selby District Council was awarded funding for the Selby High Street improvements, which will make the town centre more inviting and prosperous through a high-quality historic environment. Following the successful bid, a four-year programme of activity commenced in April 2020; this includes developing exceptional design and creating cultural and community experiences that will connect people with the heritage of Selby, including public spaces in Micklegate and Back Micklegate.

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

Network Rail's Access for All Project

Network Rail's Access for All Programme aims to provide an obstacle free, accessible route to and between platforms, with the aim of ensuring that each and every passenger can use the railway safely, confidently, and independently. Accessible stations make it easier for people to travel, benefiting everyone including people with health conditions or impairments, people with children, heavy luggage or shopping and some older people. It is also good for the economy and means fewer car journeys, less congestion and carbon emissions.

A total of 73 stations across the UK received funding in 2019 as part of the Access for All Programme, including Selby. The project will install lifts between platforms. Work on site is underway and is set to be completed in early 2024.

Relevance: The Access for All project will complement and be complemented by the TCF proposals, ensuring the station is fully accessible for all, facilitating the safe and easy movement of people to, from and within the station. Currently passengers requiring assistance at Selby Station can only access platforms 2 and 3 via a barrow crossing over the tracks when station staff are available. The proposals will therefore help allow more people to travel using the railway, regardless of age or personal mobility, through inclusive design which places people at the heart of the design process.

Selby District Council Towns Regeneration Fund

Selby District Council has allocated £2.4m towards improving the three towns within the district: Selby, Tadcaster and Sherburn-in-Elmet. The intention is to help the district adapt to a changing retail climate, attract visitors and investment and support local businesses, making them fit for the future. The funding will see the redevelopment of the public space in front of the Abbey, integrating with Market Place and Selby Park by March 2024.

Relevance: The TCF scheme components will provide the foundation and complement subsequent improvements to be delivered by the Towns Regeneration Fund. In particular, the improved transport connectivity and transformed Station Gateway to be delivered through TCF, will ensure the town centre is more accessible, better connected, and therefore enhance the attractiveness of Selby as a place to live, visit and invest.

Summary

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

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

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

This alignment is explored fully in **Appendix E**.

National Policies

National Planning Policy Framework (NPPF), published in 2012, revised in 2018 and updated in 2019	*Overview:* The NPPF document recognises that transport issues should be considered from the earliest stages of plan-making and development proposals, including identifying and pursuing opportunities to promote walking, and cycling, and ensuring that patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places. *Relevance:* The TCF scheme can support the development of such policies, identifying a contiguous walking and cycling network within a given area and prioritising interventions to ensure the network comes forward in a cohesive manner. Furthermore, the scheme will protect and enhance the natural environment through reducing transport related carbon emissions, promoting green infrastructure and encouraging fewer private vehicle trips.
National Infrastructure Delivery Plan, 2016 – 2021	*Overview:* The National Infrastructure Delivery Plan (IDP) brings together the government's plans for economic infrastructure for the period 2016-2021. The plan is driven by the government's commitment to invest funds in the UK's infrastructure, which will encourage wider economic benefits, including supporting growth and creating jobs, raising the productive capacity of the economy, driving efficiency, and boosting international competitiveness. *Relevance:* The proposed scheme will support the growth and revitalisation of Selby town centre through delivering public realm and accessibility improvements, which will support existing and new businesses, and through help to unlocking planned development. This will contribute to the delivery of policy aims set out in the National Infrastructure Delivery Plan, which includes policy focused on supporting town centres to drive growth.

Decarbonising Transport, 2020	*Overview:* The Transport Decarbonisation Plan (TDP) aims to accelerate the decarbonisation of transport by proposing initiatives that the government, business, and society will need to do to deliver the significant reduction in emissions across all modes of transport. This plan will put the UK on the route to achieving carbon budgets and net zero emissions across all modes of transport by 2050. *Relevance:* Through delivering improvements which will encourage a switch to more sustainable transport modes, the scheme will reduce transport related vehicle emissions and improve air quality, contributing to the objectives of the TDP. The scheme could also help address the AQMA in Selby town centre, through a reduction in private vehicle trips.
DfT Cycling and Walking Investment Strategy, 2017	*Overview:* The Government published its second Cycling and Walking Investment Strategy (CWIS2) in 2023. The document follows the first Walking and Cycling Strategy published in 2017. The CWIS2 sets out an ambition to make walking, wheeling, and cycling the natural choices for shorter journeys or as part of a longer journey, recognising that active travel is good for the environment, the economy and public health. The Strategy sets out a number of objectives to be achieved by 2025, including to increase the percentage of short journeys in towns and cities that are walked or cycled; to increase walking activity per person per year; to double cycling activity; and to increase the percentage of children aged 5 to 10 who usually walk to school. *Relevance:* The proposed improvements to be delivered also align closely with the second national Cycling and Walking Investment Strategy (CWIS2) in terms of working towards the shared vision for walking, cycling, and wheeling to be the natural choice for shorter journeys. The scheme will improve pedestrian and cycle connectivity across Selby town centre and to the bus and rail stations, therefore encouraging increased uptake of these modes for local trips, while facilitating multi-modal trips for longer journeys.
DfT Local Cycling and Walking Infrastructure Plan Guidance, 2017	*Overview:* The Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance was published alongside the DfT CWIS. Local Cycling and Walking Infrastructure Plans are set out in the CWIS as a new strategic approach to identifying cycling and walking improvements required at a local level. *Relevance:* Local Cycling and Walking Infrastructure Plan (LCWIP) is being developed for Selby. The LCWIP will be complemented, and supported, by the proposed station gateway improvements, particularly in terms of enhancing cycling/active travel infrastructure and accessibility. In addition, synergies between the proposals will allow for maximum impact in terms of delivering modal shift towards cycling within Selby.

Gear Change: A Bold Vision for Cycling and Walking, 2020	*Overview:* Gear Change is the Government's vision to see a step-change in levels of walking and cycling in England. This includes the creation of a new body – Active Travel England – which will act as a commissioning body and inspectorate for active travel schemes, led by a national cycling and walking commissioner. *Relevance:* With the recent COVID-19 restrictions, the way people live, work and travel have been profoundly impacted as evidenced by the individuals' desire to be more active and the rise of cycling and walking as preferred means of transport (Sport England, 2020). The proposed cycling and walking interventions as part of the TCF scheme in Selby will reinforce the Government's vision for a change in active travel levels in England, as indicated in the Gear Change report (2020).
Active Travel England Guidance	*Overview:* Active Travel England is responsible for making walking, wheeling and cycling the preferred choice for everyone to get around. They have the objective for 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030. Active Travel England will set out to achieve this through a variety of measures, notably through providing funding for active travel schemes, embedding active travel into major new developments to reduce congestion and to provide the tools to deliver ambitious active travel programmes. *Relevance:* The Selby TCF scheme will deliver infrastructure to help Active Travel England to achieve their overall aim for 50% of trips in England's towns and cities to be walked, wheeled or cycling by 2030. The scheme will promote the use of these active travel modes, through the delivery of infrastructure to help support more journeys made on foot or by bike, such as through the provision of secure cycle storage facilities and upgraded pedestrian footpaths and areas of public realm.
LTN 1/20	*Overview:* The Local Transport Note provides guidance and good practice for the design of cycle infrastructure in support of the LCWIP. The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold. The Cycle Level of Service (CLoS) and Junction Assessment Tools (JAT) are new mechanisms set minimum quality criteria, A minimum CloS score of 70%, and no critical fails and under the JAT no red-scoring turning movements are generally considered for funding. *Relevance:* The proposed TCF scheme will deliver infrastructure which is compliant with the LTN1/20 guidance to its cycling and walking scheme. The scheme will use the Clos and JAT to score the scheme against the guidance criteria.

Sub-National/Regional Policies

Transport for the North Strategic Transport Plan, 2019	*Overview:* The Transport for the North (TfN) Strategic Transport Plan has a vision of 'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all'. To achieve transformation and inclusive economic growth, major investment will be required to the road and rail networks across the North. The HS2 is a key piece of infrastructure, which will bring transformational benefits for the North, and will be integral to the expansion

	of the existing rail network, regeneration of railway stations and their surrounding areas, as well as supporting the delivery of Northern Powerhouse Rail, which will free up capacity in the currently struggling system. *Relevance:* The proposed TCF scheme for Selby aligns with the objectives of enhancing access to an improved Transport Gateway, providing access to transformative connectivity improvements, and supporting growth and development. The HS2 and the Northern Powerhouse Rail, both of which connect to Leeds as a gateway to the LCR, are identified as programmes delivering major benefits and economic growth. The scheme will boost the locational benefits for business and commuters within Selby, whilst enhancing the attractiveness of the town for future investors and developers.
Northern Powerhouse Independent Economic Review (NPIER), 2016	*Overview:* The Northern Powerhouse Independent Economic Review (NPIER) sought to characterise the North England's economic position and the drivers underpinning its performance, as well as identify opportunities where 'pan-Northern' effort can sensibly support existing local activities and programmes. The NPIER concluded that substantial improvements in transport connectivity, skills, innovation, and inward investment across the North are needed to tackle challenges related to the economic performance gap, productivity differences and poor productivity performance. *Relevance:* The Selby TCF scheme will provide better transport connectivity within and between Selby town and the city region, which will be beneficial in terms of investment in skills, investments, and productivity, which are identified in the NPIER as opportunities underpinning the economic growth in the area. Overall, the scheme will improve the attractiveness of Selby as a place to live, work and invest; allowing it to fully capitalise on economic opportunities, contributing towards a prosperous Northern Powerhouse economy.
West Yorkshire Transport Strategy 2040	*Overview:* The West Yorkshire Transport Strategy (WYTS) sets out an ambition for a transport network that serves and benefits the needs of people and businesses and enhances the prosperity, health, and wellbeing of the LCR and West Yorkshire. The WYTS supports the growth aspirations of the Leeds City Region Strategic Economic Plan (SEP) by recognising the importance of a transport system that will enhance business success and people's lives. *Relevance:* The Selby TCF scheme aligns with the ambition and objectives of the WYTS as it provides better accessibility and connections through the Selby transport gateway with the wider LCR, which will generate benefits for the people and businesses in the region. Specifically, the scheme will contribute towards the achievement of the WYTS objectives for greater uptake of rail, bus, and bicycle by 2027; by providing a more accessible, safer, and better-connected transport network for users.

Leeds City Region Strategic Economic Plan, 2016	*Overview:* The Leeds City Region Strategic Economic Plan (SEP) 2016-2036, is the ambitious, long-term strategy to fulfil the critical LCR's economic potential and cement its place as a growth engine for the north and the nation. The main aim of the LCR SEP is to achieve economic growth through four priorities: growing business, skilled people and better jobs, clean energy and environmental resilience, and infrastructure for growth. *Relevance:* The Selby TCF scheme will provide better connections between businesses and people, creating more attractive places in which to invest, work and live, and align strongly with emerging growth plans. A full description of how the Selby TCF scheme will support the four SEP strategic priorities is provided in Section 2.1.2.
Leeds City Region Strategic Economic Framework, 2020	*Overview:* The Strategic Economic Framework (SEF) is based on the SEP but recognises the need for a new strategy that reflects the changing priority, responds to change, and communicates the additional responsibilities in the region clearly. The vision of the SEF is based on the key strengths, assets, and challenges in the region, which will be help unlock and fulfil the City Region's exceptional potential. A summary of the SEF challenges and priorities is provided in Section 2.1.2. *Relevance:* The proposed TCF scheme components in Selby will help address the challenges that the LCR is facing and will contribute to all of the priorities set out in the SEF, particularly through enabling inclusive growth, tackling the climate emergency, and delivering a 21st century transport network.
Leeds City Region Local Industrial Strategy, 2019	*Overview:* The Local Industrial Strategy is a long-term plan for Leeds City Region, aiming to harness the strengths of the local area. It is designed to boost productivity and transform the City Region by building on the region's strengths, improving people's skills, and helping businesses grow while addressing the climate change emergency, so everyone can benefit from a strong economy. *Relevance:* The proposed TCF scheme aligns with the aims of the strategy in terms of boosting productivity and driving inclusive and clean growth, through enhancing access to opportunity for all, including those from more deprived communities, and contributing to a switch to more sustainable transport modes.
Leeds Inclusive Growth Strategy, 2018 - 2023	*Overview:* The Leeds Inclusive Growth Strategy sets out the Leeds's ambition to deliver growth that is inclusive and benefits all citizens and communities. This strategy provides a framework for how the city will work on inclusive economic growth with the LCR LEP and WECA, partners across Yorkshire, the Northern Powerhouse and, in the context of the national Industrial Strategy, with central Government. *Relevance:* The proposed TCF scheme for Selby will deliver inclusive growth by improving accessibility for more people and communities in Selby District to the opportunities in the major urban centre of Leeds, as well as other key centres across the LCR.

Leeds City Region Energy Strategy and Delivery Plan, 2018	*Overview:* Largely based on the SEP vision and priorities, the ESDP has set out five strategic priority areas towards a zero-carbon LCR, determining the role of energy in enhancing the economic growth across the region. These priorities include resource efficient business and industry, new energy generation, energy efficient and empowering consumers, smart grid systems integration, and efficient and integrated transport. *Relevance:* The proposed TCF scheme has similar aims in that it will make a tangible contribution toward achieving a zero-carbon economy, through ensuring shift to lower emission, sustainable transport modes, and reducing transport related vehicle emissions.
Leeds City Region Green and Blue Infrastructure Strategy, 2018 – 2036	*Overview:* The Leeds City Region Green and Blue Infrastructure Strategy (GBIS) sets out how the LCR will make the most of its natural assets to help its economy prosper, enable people to enjoy a great quality of life, and combat the effects of climate change. LCR will ensure that everyone has an easy access to a high-quality, safe, and well-used network of green and blue infrastructure, which contributes towards a strong economy, a sustainable environment, and an outstanding quality of life. *Relevance:* The proposed TCF scheme will enhance green and blue infrastructure, delivering improved footpaths, cycleways, public realm, and green spaces, directly addressing, and contributing towards the GBIS objectives.
York and North Yorkshire Local Enterprise Partnership (YNY LEP) Circular Economy Strategy, (2019-2030)	*Overview:* The YNY LEP Circular Economy Strategy sets out the vision for a thriving economy in the region, that creates business opportunities, a sustainable environment and promotes social wellbeing. This Circular Economy has been planned to future-proof York and North Yorkshire's economy, to remain competitive and to contribute towards addressing the climate emergency. This strategy includes an Action Plan to prioritise sectors where the move towards a circular economy will contribute most to these aims. *Relevance:* The TCF scheme will help to contribute to the aims of the Circular Economy Strategy, by creating transport network improvements to decouple economic activity from the consumption of finite resources and greenhouse gas emissions. The Action Plan within the Strategy targets the transport sector as a priority to contribute most to its aims of improving economic competitiveness and addressing climate change; the TCF scheme will contribute significantly to this.
York and North Yorkshire Local Enterprise Partnership (YNY LEP) Local Industrial Strategy	*Overview:* the YNY LEP has the vision to become England's first carbon negative region, with the Local Industrial Strategy contributing to this by transforming the local economy to deliver a carbon negative, circular economy that increases productivity and provides higher paid jobs. The Strategy plans to provide connectivity and an economy where people can reach their full potential and promote good business to contribute to its overarching aims. *Relevance:* The TCF scheme will help to contribute to this Strategy by improving connectivity within the region, enhancing accessibility to sites of employment, education, and training to improve their skills to reach their full potential, earning higher wages and living healthy lives. The transport

	network improvements will also generate good business, increasing productivity through improved connectivity and accessibility within the region.
York, North Yorkshire, East Riding and Hull (YNYERH) Spatial Framework: A Vision for Growth (2035-2050)	*Overview:* The YNYERH Spatial Framework (SF) is comprised of two stages and is framed to provide overall coherence and direction to growth and infrastructure planning across the region. The first stage of the SF is the identification of Strategic Development Zones (SDZs), broad locations where future development and infrastructure investment will be prioritised. The second stage of the strategic planning approach involves the preparation of a Long-Term Development Statement (LTDs) for each SDZ to develop a long-term approach to managing and accommodating development growth and infrastructure investment. The SF aims to promote more proactive collaboration, better infrastructure delivery and a stronger investment case. *Relevance:* The Selby TCF scheme will contribute to the aims of the SF, as an area of improved infrastructure delivery, providing increased investor confidence in Selby and the wider region through enhanced accessibility and connectivity, to drive productivity and private sector growth.

Local Policies

North Yorkshire Local Transport Plan (LTP4), 2016 – 2045	*Overview:* The North Yorkshire Local Transport Plan (LTP4) sets out the shared vision for 'North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit'. The NYC has outlined five key objectives, which include economic growth, road safety, access to services, environment and climate change, and healthier travel. *Relevance:* The NYC LTP4 focuses on economic growth, access to services, healthier travel, addressing peripherality and improving connections into the LCR to stimulate economic growth. This aligns closely with the core aims of the TCF scheme, which will enhance access to services across the city region, encourage greater sustainable and healthy travel, and support economic growth and development.

NYC Strategic Transport Prospectus	*Overview:* North Yorkshire Council sets out in its Strategic Transport Prospectus how it will work with the Government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow England's largest County to both contribute to and share in the economic benefits of the Northern Powerhouse. Local strategic priorities include improving access to high speed and conventional rail services. *Relevance:* The Selby TCF interventions aligns with the NYC Strategic Transport Prospectus as the rail station gateway scheme proposes improvements to the station gateway and enhances connectivity with the wider LCR and the Leeds Rail Station; this will support the NYC Strategic Transport Prospectus to improve access to high speed and conventional rail services.
North Yorkshire Bus Service Improvement Plan	*Overview:* The North Yorkshire Bus Service Improvement Plan (BSIP) has the vision to be an efficient and optimised service that: • Meets the needs of our local communities, • Enables people to remain active and independent, • Provides excellent customer service, and • Offers simple payment and ticketing options. Customers will have access to bus services that encourage and enable sustainable, cleaner, and healthier travel choices, that will have the effect of a net reduction in car journeys, helping to reduce carbon emissions in North Yorkshire. The BSIP will raise the profile of North Yorkshire as a place to live, visit, work and invest in. *Relevance:* The TCF scheme will promote the use of bus travel as a public mode of travel, through the enhanced access to Selby Bus Hub as a result of the active and public transport network improvements. The efficient and optimised bus service that is provided will appeal to customers and increase bus patronage. Intra modal trips will be encouraged that will help to reduce the carbon emissions that are generated from the transport network within Selby and the wider region.
North Yorkshire Council Plan for Economic Growth 2021-2024	*Overview:* The NYC Plan for Economic Growth 2021-2024 provides a vision and framework for stimulating NY's economy. It plans for NY to be a modern economy characterised by high quality, efficient transport and communications, higher levels of entrepreneurialism and opportunities for younger people to access good quality employment and affordable housing opportunities. The plan identifies that an attractive and active quality of life will be important in attracting and retaining skills and knowledge as well as ensuring a healthy and happy workforce. *Relevance:* The TCF scheme will help to deliver these aims, notably through the creation of an efficient transport system, that integrates links between active and public travel modes, driving a modal shift away from private car journeys. This will retain and attract a healthy and happy workforce that is well connected to the wider region and to places of employment and education for young people to develop their skills and careers.

North Yorkshire County Council (NYC) Selby Local Cycling and Walking Infrastructure Plan (LCWIP)	*Overview:* The Selby LCWIP sets out the plan for a localised cycling and walking infrastructure network to enhance the accessibility, connectivity, and safety that these modes of transport provide. The key outputs of LCWIPs are to create a: • Network plan for walking and cycling which identifies preferred routes and core zones for further development; • Prioritised programme of infrastructure improvements for future investment; and • Report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network. *Relevance:* The Selby TCF scheme will create an integrated cycling and walking network to enhance the accessibility and connectivity within the town to other public modes of transport, such as bus and rail travel. The scheme will create areas for future investment and development that will help to drive business growth and productivity.
Selby Means Growth: Selby District Economic Development Framework, (2017-2022 and beyond)	*Overview:* The Selby District Economic Development Framework identifies the objectives it must meet to make it an attractive place for enterprise and business growth. By capitalising on the strengths the Selby District has, such as excellent transport links, a highly skilled population, and high productivity in existing sectors, the district can further boost productivity and encourage sustainable economic growth across the area. *Relevance:* The TCF scheme will contribute towards the aims the Economic Development Framework sets out. Economic growth will be stimulated by the transport network improvements, and encourage sustainable travel to existing and new businesses. The schemes network improvements will complement the existing high levels of productivity identified and highly skilled population to push these attributes further, driving economic growth.
Selby Council Selby Town Centre Design Guide, 2022	*Overview:* The Selby Town Centre Design Guide provides a guide to help Council officers, building owners and tenants, and professional agents working in Selby to understand the historic character of Selby Town Centre. The Design Guide was prepared as part of the Selby High Street Heritage Action Zone (HSHAZ) to assist in developing the repair, conservation and sensitive new development to buildings and the streetscape in Selby Town Centre. *Relevance:* The TCF scheme will work to complement the heritage within Selby Town Centre, working in line with the Design Guide to develop transport network and amenity improvements that will incorporate the design of the Town Centre into the design.
Selby District Council Economic Framework (2019) *	*Overview:* The Selby District Council (SDC) Economic Framework builds on the Council's growth ambitions to make Selby District a great place to do business and enjoy life, as set out in the Council's Corporate Plan 2015-2020. According to the Framework, Selby District has a critical role to play in transforming growth in the north of England and rebalancing the country's economy. The Economic Framework sets out a range of priorities and objectives, including to make Selby District a great place for enterprise and business growth, to live and work, and to achieve your potential.

	Relevance: The Selby TCF scheme will help deliver against each of the SDC Economic Framework objectives contribute to the wider ambition to make Selby a great place to live and do business. One of the key interventions under Priority 1 is to bring the regionally significant Olympia Park development site to the market. The new infrastructure proposed as part of the TCF scheme will support the delivery of this objective through improving accessibility to the site, unlocking and enhancing the viability of the site to future investors and developers. In addition, the scheme supports Priority 2 to 'step up' housing delivery, by improving connectivity and access within Selby, thereby enhancing the viability of the town for housing developments, ensuring that residents remain connected both locally and across the wider LCR transport network.
Selby District Core Strategy Local Plan*	*Overview:* The Selby District Core Strategy Local Plan, adopted in October 2013, sets out a spatial vision for Selby District up to 2027, and strategic objectives to achieve this vision. The vision reflects priorities for the district based on the key issues and challenges, based on what makes Selby special and where it wants to be by the end of the plan period. *Relevance:* The Selby TCF scheme directly supports and contributes to the Core Strategy Local Plan objectives, in particular through providing opportunities for trips to be made by public transport, cycling and walking; protecting and enhancing green infrastructure; and improving air quality through encouraging a sustainable model shift and reduction in transport related vehicle emissions.
Selby District Emerging Local Plan*	*Overview:* The new Local Plan is a vision and framework for future growth of our district, identifying where new housing, employment and other development could take place across the district. Anticipated for adoption inn 2022, the Local Plan will outline Selby's vision up to 2040. *Relevance:* The scheme specifically links to the proposed preferred approach for "Selby Station Regeneration Area" (SG3) and "Sustainable Transport" (IC5). Including improving opportunities for sustainable travel including the proposals for the Selby Station Quarter which seek to provide attractive and legible linkages between the station, the town centre, and new residential and commercial development sites.

**Please note that that existing statutory and policy documents such as the Local Plan and Core Strategy, have been retained until a NYC replacement is published.*

Based on the above, it is evident that development of the Selby TCF scheme can contribute and support a range of policy objectives on multiple levels.

2.1.5 Why is Combined Authority funding (Grant or Loan) required in order to carry out this scheme?

A funding grant released from WYCA is required to carry out this scheme as the scheme is unaffordable to North Yorkshire Council on their own ('the market failure'). This business case is aimed at accessing and drawing down on DfT funding as part of the TCF funding award.

North Yorkshire Council have limited funds to contribute to the development of the scheme, mainly for site acquisition and parking provision. Therefore, additional sources of funding are required to unlock the full potential of the scheme.

If the proposed scheme does not receive the required funding, there is a risk that the proposals would not be delivered. This will result in the core benefits, such as enhanced multi-modal access to the railway station and increased active and sustainable travel modal share, being significantly reduced.

This would oppose the 'Good Growth' agenda of the Leeds City Region's Strategic Economic Plan and the strong drivers for change outlined above as part of the Strategic Case for investment. The proposed TCF scheme in Selby seeks to address several market failures. Without the proposed interventions to improve the gateway, increase active travel, ensure inclusive access, enable sustainable growth, and develop a future ready gateway suitable to support the levelling up agenda, the key issues will remain.

The Selby Station Gateway TCF improvements will serve as a catalyst for change, fostering a range of wider benefits across the town including accelerating local plan development, economic growth, increased productivity, and environmental benefits. Selby TCF draws together disparate areas across the town and will contribute to generate greater benefits through a holistic approach. However, should the required funding not be awarded, then these wider benefits will not be realised, and the full potential of Selby may not be reached.

Summarising the above, if the proposed scheme does not receive the required funding, the resulting benefits will be significantly undermined, and this would constrain the ability of the scheme to meet the objectives outlined in **Section 1.2**.

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

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

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

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

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

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

2019 Public Consultation: Stage 1

Early consultation and engagement activity for the emerging scheme took place in Autumn 2019, primarily to inform early development of the scheme and options. WSP were commissioned by North Yorkshire Council (formerly NYCC and SDC) to undertake a public consultation of plans to improve Selby railway station and its connections to Selby town centre and other key development sites.

These plans included a new public space in front of the railway station, opening a pedestrian route to the town centre through Selby Park, developing an active travel corridor along Ousegate, and providing a new footbridge to link to a key development site at Olympia Park.

The consultation took place between 27 September and 21 October 2019, with WSP's role including preparation of high-quality scheme visuals, a public information leaflet, website content and consultation boards for display at public events. This information set out the existing situation of the railway station and the current challenges, as well as opportunities for improvements and how these would be delivered. The proposals and consultation were advertised locally on social media, in the local press and on local radio station 'Minster FM'. Four open-invitation drop-in public consultation events took place – two at Selby railway station (aimed at commuters and station users) and two in the Market Cross Shopping Centre to speak with town centre users and residents. These events were staffed by experts from NYC and WSP, and were attended by 184 people. Most conversations were positive about the proposals, with car parking, station accessibility (lifts), and the impact on businesses on Station Road being the main topics discussed.

In addition to the drop-in events, visits were made to local businesses to raise awareness of the proposals and consultation. Meetings were also undertaken with key stakeholders to discuss the plans with local landowners, education facilities and organisations such as the disabled access forum and Selby Civic Society. Meetings and discussions were held with the following stakeholders:

- Selby Business Centre (Local landowner);
- Selby Railway Sports & Social Club (Local landowner);
- Selby Rail User Group;
- Viking (Local landowner);
- Arriva (Local landowner);
- Selby Town Council;
- General interest groups;
- Selby College;
- Selby District Disability Forum; and
- Selby Civic Society.

Letters of support were received following meetings with statutory consultees.

In total, 323 consultation responses were received in online and paper copy, with the majority being from residents of Selby living within 5 miles of the town. There was very strong agreement with the need for improvements to Selby station and the surrounding area (80% strongly agree and 16% agree), while there was also very strong support for the overall proposed package of improvements (71% strongly support and 24% support). Respondents said that they would be more likely to visit Selby town centre because of the proposed improvements. In terms of views on the elements of the proposed improvements there was support overall – Station Gateway (75% strongly support), Ousegate Active Travel Corridor (63% strongly support) and a proposed pedestrian and cycle bridge (60% strongly

support). The main areas of dissatisfaction with the current station area were access to platforms 2 & 3 (towards Leeds / York) with 65% dissatisfied or very dissatisfied, followed by the area in front of the station – Station Road (65% dissatisfied or very dissatisfied).

Overall the public consultation succeeded in raising awareness of the proposals and gave a first opportunity to provide feedback and ideas for the development. The majority of those that gave a view on the usefulness of the public consultation events said that they found the information provided useful.

February 2021 Public Consultation: Stage 2

A further round of public consultation launched on 24th February 2021 on the Selby Station Gateway TCF proposals. The aim of the consultation was to seek feedback on the feasibility designs that were presented in the OBC, with feedback received being used to shape the preliminary designs. The preliminary designs would then be subject to further public consultation before the detailed designs were finalised.

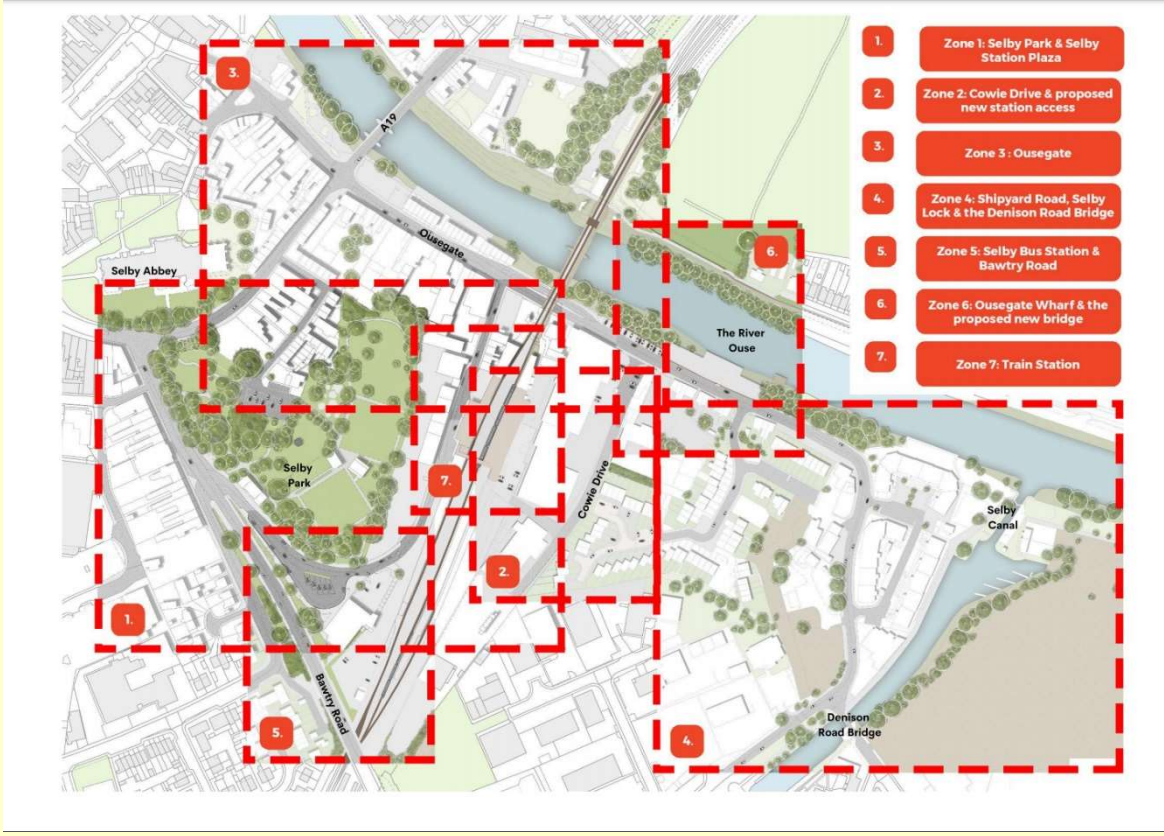
The consultation took the form of an online survey, inviting feedback on the proposals through a series of questions to the public.

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

The online consultation was supported by Teams Broadcasts and Live Open Sessions with members of the public.

An example of the consultation materials developed for the 2021 engagement is shown in **Figure 2-14** below which illustrates the zonal plan used to allow viewers to comment and review areas they see as a priority.

Figure 2-14: Zonal plan presented at consultation



Each zone had its own consultation pack, with before and after general arrangements, visualisations, and descriptions of key issues and constraints. For example, **Figure 2-15** presented the three options consulted on for the Selby Station Building, along with proposals presented. The scheme promotor is keen to engage the public and ensure they are part of the decision making process.

Figure 2-15: Example Artists impression of each Selby Station Building Option and scheme proposals (February 2021 Consultation: Zonal Pack 7)

Zone 7: Selby Railway Station proposals - Option A

This option takes design precedent from the existing listed station to provide an interesting roof structure framing both station entrances.

- Timber structures rather than steel
- Large rooflights within the pitched roof over the passenger concourse area maximise natural lighting.
- Solid canopies outside the station provide shelter and reduce the potential of reflection / glare to the waiting room windows.
- Use of large glazed areas allow views towards the Abbey and through to the listed platform structures.
- Modern roof materials such as zinc would provide a contemporary approach which complement the heritage canopies.
- Brickwork to the new staff accommodation provides a private enclosure for the staff facilities which is in keeping with the listed structures within the station.
- The new station entrance building could incorporate green rooves and other sustainable design features.

Zone 7: Selby Railway Station proposals - Option B

This option looks to provide a simpler 'pavilion' form which tucks under the listed canopy roof.

- Glazed rooflights over the passenger waiting area maximise natural lighting and offer potential glimpses of the listed canopy structure.
- Use of large glazed areas allow views towards the Abbey and through to the listed platform structures.
- A flat roof design to the new entrance building tucked below the listed platform canopy structure emphasises the listed station structures.
- Brickwork to the new staff accommodation provides a private enclosure for the staff facilities which is in keeping with the listed structures within the station.
- The new station entrance building could incorporate green rooves and photo voltaic panels for energy generation
- The design could incorporate a living green wall, artwork, or signage to emphasise the car park / bus interchange entrance and enhance the existing platform bridge and stair wall.

Zone 7: Selby Railway Station proposals - Option C

This option incorporates a curved roof with timber roof structure to the new station building.

- An exposed timber roof structures inside the passenger waiting area (and outside forming the canopy) would introduce a natural structural material rather than steel (reducing embodied carbon). The form of the grid shell has been designed to highlight the two building entrances and incorporates a green roof finish.
- Rooflights are provided within the grid shell structure over the passenger concourse area to maximise natural lighting
- The canopy would include a mixture of solid roof and glazing above the grid shell structure
- Brickwork to the new staff accommodation provides a private enclosure for the staff facilities which is in keeping with the listed structures within the station.
- The new station entrance building could incorporate green roofs and photo voltaic panels for energy generation
- The design could incorporate a living green wall, artwork, or signage to emphasise the car park / bus interchange entrance and enhance the existing platform bridge and stair wall.

Alongside the public consultation exercise, engagement with key external stakeholders commenced in November 2020 and has been ongoing throughout the design and development of the scheme.

Feedback received during the consultation included how the following considerations would be important in the proposals:

- Designs to integrate with the town as a whole;
- Selby Park's importance to be recognised and the park improved;
- More promotion of walking and cycling to/ from Selby Station and around the local area;
- Parking to be retained, as many people still need to drive;
- The town's history and heritage should be considered;
- High quality and low maintenance materials that improve the look and feel of Selby town centre;
- Improved safety, security, and accessibility;
- Flood protection to be retained or improved; and
- More trees and planting.

The feedback received during the second stage consultation was used to inform the detailed design phase, with the updated designs subject to a further round of consultation later in 2021.

The key changes to the design as a result of the phase 2 consultation feedback include:

- Proposals to improve bus hub area and future proof the delivery of a new bus station have been incorporated into the TCF scheme. This would enhance the existing waiting facilities, improve connectivity with the Rail Station and increased parking through removal of the Railway Club building;
- New zebra crossing provided between bus station and park. This is considered a more appropriate location as the crossing length outside the rail station does not justify a zebra crossing;
- EV rapid chargers to be provided for taxis;
- Disabled bays provided with an at-grade footway linking to the rail station and slow charging EV facilities;
- Pedestrian refuge to be provided at Cowie Drive / Ousegate junction to improve pedestrian crossing facilities;
- Traffic calming to be provided on Cowie Drive through build out and give ways.
- Resident parking and business loading bays formalised along Ousegate;
- Safety concerns over the cycle lane extension to Selby Lock has informed is omission from all option scenarios;
- Raised tables to be provided which are lower impact on vehicles (in comparison to speed bumps) if suitable speeds are maintained;
- Footway space will be wider, crossing points will be mostly raised, providing level accessibility, general wayfinding will be clearer and more legible; and
- Reduced tree removal and enhanced planting.

The Consultation Analysis Report which summarises the outcomes of the February 2021 consultation exercise is include in **Appendix F**.

October 2021 Public Consultation: Stage 3

A further round of public consultation for the Selby TCF project took place over a four-week period between 18 October and 12 November 2021. The aim of the exercise was to seek views on the preliminary designs, with feedback being used to inform the detailed design phase and final decisions for the scheme.

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

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

- Social media;
- Press;
- Flyers and posters;
- Direct mail;
- Stakeholder briefings;
- Online webpage;
- NYC telephone helpline;
- Freepost;
- Walking tours; and
- Flythrough video.

Given that the consultation took place in the aftermath of the COVID-19 pandemic, when government restrictions on public gatherings and social distancing were still in place, the exercise was largely virtual. Some in-person events were held, though these were adapted to ensure all government guidelines were met. An online webpage was set up which provided information on the latest proposals and how the scheme had changed based on earlier feedback received. A series of online and in-person events were held, including two walking tours around Selby town. A detailed scheme flyover video was also available online, which illustrated what the proposals would look like. This is shown in the screenshot below.

Figure 2-16: Image of the online flythrough video

During the third consultation phase, a total of 101 online surveys were completed. In general, more respondents felt “positive” or “very positive” (71%) on the latest proposals to improve the Selby Station Gateway. 15% felt “negative” or “very negative”.

The key changes to the design as a result of the feedback received during the third consultation exercise included:

- New seating proposed at Selby Bus Hub. ‘Benches and seating’ were ranked as one of the top priorities by survey respondents.
- Additional tree planting in multiple locations, including at the Bus Hub and Cowie Drive car park. This was also identified as a priority among survey respondents.
- Changes to the car parking layout on Cowie Drive following discussions with Viking Shipping. The layout has been amended so all parking spaces owned by the private landowner are now contained within the site boundary.

The Consultation Analysis Report which summarises the outcomes of the October 2021 consultation exercise is include in **Appendix G**.

<u>Consultation & Engagement Inclusivity</u>

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

social services, these groups are typically harder-to-reach, with additional efforts required to engage them.

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

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

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

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

3. Commercial Case

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

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

3.1 The Case for Change

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

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

The commercial case describes the challenges, transport issues and future demand changes that exist and are forecast within Selby town centre and the District. The scheme has been subject to a significant level of appraisal and assessment and there has been a substantial amount of work undertaken to identify the key challenges, consider potential scheme options and assess the impacts. A summary of the key studies and supporting evidence is provided below.

Demand for the Scheme

The Selby District Core Strategy Local Plan, adopted by the Council in October 2013, sets out a spatial vision for Selby District up to 2027. Although the councils have combined since this plan was produced, it is still a valid document until it is eventually replaced at a future date. The plan sets out the following requirements (among others):

- To ensure that new development is served or could be served by satisfactory transport networks giving adequate access and taking into account public health, safety and energy/resource efficiency.
- To provide a better and safer environment for cyclists, pedestrians and those with mobility problems.
- To support and encourage and, wherever possible, improve public transport services and associated facilities.

Revitalising Selby Town Centre in response to the COVID-19 Pandemic and recovery planning demonstrates the number of challenges faced in the town. Recent research in Selby town centre identified that the physical appearance of the town as an important backcloth for economic and cultural activity, was considered as a positive by 67% of regular users, though only 39% of online respondents. Travel is perceived as a physical barrier in Selby preventing locals from easily accessing the town centre, with 65% of businesses indicating traffic as a negative constraint (Reopening & revitalising Selby: a town centre checklist, 2020).

There is significant growth planned in Selby Town centre which is expected to add more rail and active mode trips in the area. The potential travel demand from the new sites in the area include the following sites:

- Selby Station Masterplan – an area to the south of the station which will accommodate circa 350 new homes and other ancillary uses;
- The former Rigid Paper and ICL sites which will accommodate respectively 330 and 450 homes;
- Olympia Park – 33.6ha site allocated for employment development; and
- Cross Hill Lane – 79ha site allocated for residential, community, local shopping and education uses which will accommodate 1270 homes by 2043 (development on the site has already started)

Forecast car trips at Olympia Park are expected to fall, in line with mode share targets, by 3% in the opening year of the development and a further 5% five years after opening. Cycle and walking trips are expected to grow and absorb most of the trips lost to car by 6% and 2% in year 1 and a further 12% and 5% in year 5, respectively. This demonstrates a clear future demand for active travel infrastructure.

There are a significant number of trips associated with the new developments within the Local Plan. The developments are located in close proximity to the TCF scheme proposals. There is scope to convert car trips generated from these town centre developments into active modes or multi-modal (including rail) trips as the highway network becomes more constrained and high-quality infrastructure is provided for cyclists, pedestrians and rail users.

Selby Station Gateway Stakeholder Engagement

Following a review of the existing conditions, and engagement with stakeholders undertaken to support the OBC stage of the Selby Station Gateway scheme, the following issues were identified within the scheme area:

- Consultation shows 47% of people drive to Selby Station, 75% of those who parked at the station found it easy to park. 8% of all respondents lived in Selby town centre (Postcode Sector Y08 4) which is largely within 1km walking distance of the rail station. When asked what would attract you to spend more time in Selby town centre, 5% of respondents felt improved walking and cycling infrastructure would cause this and 9% due to ease of access. Therefore, this demonstrates there is a significant potential to encourage a modal shift from car driving to walking and cycling for accessing Selby Rail Station.
- Selby Rail Station saw a 23% growth in passenger entries and exits from 2014 to 2020, however post-COVID-19 years saw a reduction in passenger entries and exists, as shown in **Figure 3-1**. Despite this, data received from the Department for Transport on future journeys and revenue at Selby indicate that future growth in passenger numbers using Selby Station is expected (see **Table 3-1** below). Moreover, potential transformational changes to Selby Rail Station will improve service frequency and capacity of Selby Rail Station.

Figure 3-1: Selby Rail Station Passenger Entries & Exits[8]

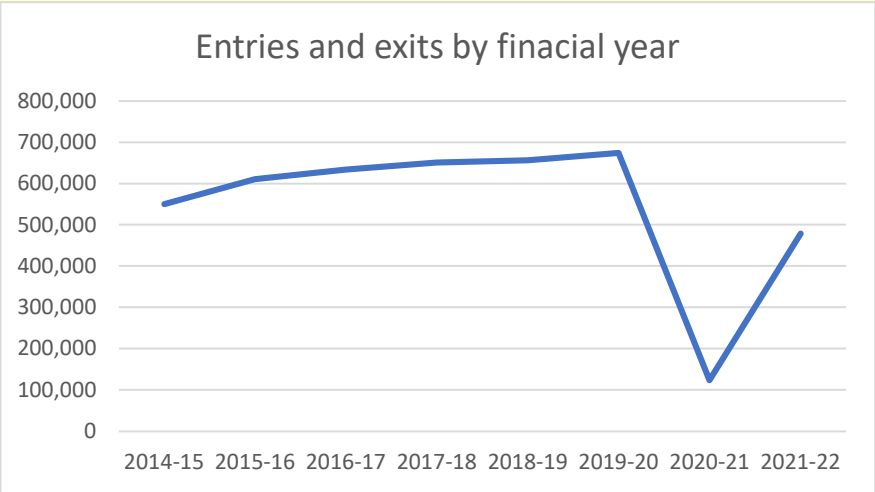


Table 3-1 below details Selby Station growth forecasts between 2019 and 2082. The forecasts use the August 2020 Demand Driver Generator (DDG) to estimate future rail trips and contains a with-COVID GDP and Employment Forecasts from July 2020 Network Rail – Office for Budget Responsibility (OBR). However, it does not contain any behavioural reaction or short-term reductions in demand and revenue. These forecasts have been used up to 2042 and population growth thereafter in-line with TAG guidance.

Table 3-1: Selby Station DfT Growth Forecasts				
Year	**2023**	**2042**	**2062**	**2082**
Growth from 2019	0.92%	7.27%	12.19%	17.00%

Historic rail growth trends can be found in section 2.1.1 of the Strategic Case.

An existing lack of cycling facilities on the Ousegate Corridor and surrounding streets, result in cyclist numbers less than the potential number of trips. This position is supported by travel to work by transport mode data. As shown in **Table 3-2** and **Table 3-3** Selby District has below average walk and cycle usage for commuting trips than both the regional average and the national average, despite the compact nature of Selby town. The significantly higher than average car usage presents an opportunity to further encourage modal shift towards rail and bus, sustainable modes with a much lower usage in Selby.

Table 3-2: Method of Travel to Work[9]				
Method of Travel	**Selby District (2021 boundary)**	**North Yorkshire**	**Yorkshire & The Humber**	**England**
Work Mainly at or From Home	31.1%	29.9%	25.9%	31.5%
Rail	0.7%	0.6%	0.9%	2.0%

[8] https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage (Accessed13/10/23)

[9] https://www.nomisweb.co.uk/datasets/c2021ts061, (Accessed 10/10/2023)

Bus, Minibus or Coach	1.3%	1.4%	4.5%	4.3%
Taxi	0.2%	0.2%	1.1%	0.7%
Motorcycle, Scooter or Moped	0.4%	0.3%	0.4%	0.5%
Driving a Car or Van	54.5%	50.4%	50.9%	44.5%
Passenger in a Car or Van	3.6%	3.6%	5.0%	3.9%
Bicycle	1.7%	1.6%	1.9%	2.1%
On Foot	5.8%	10.8%	8.3%	7.6%
Other Method	0.7%	1.0%	1.0%	1.0%

Since submission of the OBC, Census 2021 has been utilised in order to understand any changing travel habits within Selby, and to support the Commercial Case for the proposed scheme. It should, however, be acknowledged that the data was collected during the COVID-19 pandemic, which represented a period of unparalleled and rapid change due to the national lockdown and associated stay-at-home guidance. During this period, travel to work pattens were significantly impacted, with a national increase in home working from 10.3% in 2011 to 31.1% in 2021 (although this is likely to be lower now).

The 2021 Census data for Selby is presented below alongside the 2011 data.

Table 3-3: Comparison of 2011 and 2021 Census Data – Method of Travel to work (Not in Employment removed)

Method of Travel	Selby District (2011)	Selby District (2021)
Work Mainly at or From Home	6.4%	31.1%
Rail	2.6%	0.1%
Bus, Minibus or Coach	3.1%	0.7%
Taxi	0.2%	1.3%
Motorcycle, Scooter or Moped	0.7%	0.2%
Driving a Car or Van	70.5%	0.4%
Passenger in a Car or Van	5.3%	54.5%
Bicycle	2.4%	3.6%
On Foot	8.1%	1.7%
Other Method	0.5%	5.8%

As shown, the percentage of people in Selby that 'work mainly at or from home' increased significantly between 2011 and 2021, from 6.4% to 31%. It is assumed that this significant increase is due to COVID-19 pandemic and travel restrictions that were in place at the time the data was collected. Since 2021, many employers have adopted a "hybrid" working model,

comprising a mixture of working at home and within the workplace. As such, the percentage of people working "mainly at or from home" is anticipated to have reduced, with an associated increase in the percentage of journeys made by other modes of travel.

Table 3-3 also shows that the percentage of people that travel to work on foot or by bike have reduced by 2% and 0.4%, respectively, since 2011. While this is perhaps due to the significant shift towards homeworking during 2021, this evident reduction in active travel for commuting purposes helps demonstrate the need for intervention in Selby. By enhancing active mode travel infrastructure and providing better opportunities for walking and cycling, the proposed Selby Station Gateway scheme can help increase walking and cycle trips back to pre-pandemic levels, as well as encouraging greater uptake of these modes.

A further review of the Census data (shown in **Table 3-4**) indicates that there is a high proportion of short distance commuting journeys undertaken by car or van. These are journeys which have the greatest potential to be shifted to active modes.

Table 3-4: Method of Travel to Work by Distance and Mode – Work from home removed[10]

Method of Travel - Selby	Less than 2km	2km to less than 5km
All Modes	100.0%	100.0%
Train, underground, metro, light rail or tram	0.5%	0.5%
Bus, minibus or coach	1.5%	4.4%
Driving a car or van	43.6%	72.1%
Passenger in a car or van	5.8%	9.5%
Bicycle	8.9%	5.6%
On foot	39.1%	6.2%
All other methods of travel to work	0.8%	1.6%

It should be noted that 2021 Census data was not available for the Method of Travel to Work by Distance and Mode; therefore, only 2011 data has been presented.

21% of all commuting trips are less than 5km, of which 57% are made by car, 23% on foot and 7% are made by bicycle. In terms of these short distance journeys undertaken by car, Selby District shows levels that are 22% higher than the national comparison and 23% higher than for the region.
This demonstrates the potential for a significant proportion of car trips transferring to trips made using active modes. For longer journeys, there is an opportunity for a modal shift from private car (82% of all commuter trips over 20km) to rail (currently only 7% of commuter trips over 20km).

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

Building on the evidence presented in **Section 3.1.1**, it is clear that the significant 'planned' growth and prosperity of Selby town centre, especially in light of the impact of the COVID-19 pandemic on the economy and travel behaviour, is dependent upon providing sustainable travel options for short and medium length journeys. The dominance of private cars and vans is no

[10] https://www.nomisweb.co.uk/census/2011/dc7701ewla, accessed 30/3/2021

longer seen as a sustainable option and can be seen to 'choke' future growth. A series of case studies of similar UK-based sustainable travel and public realm schemes have been reviewed to provide evidence in support of the schemes' potential to effect a positive change within the Station Gateway area. The case studies are summarised in **Table 3-5** below.

Table 3-5: Sustainable Travel and Public Realm Improvements – Case Study Evidence

Schemes aimed at improving travel quality	Scheme Description	Recorded Scheme Impact
Kelso public realm improvements (Scottish Borders Council, 2015)	Reallocation of road space to provide improved public realm spaces	An increase of 28% in footfall was recorded as a result of the public realm improvements.
Altrincham public realm improvements, Phases 1,2 and 3 (Trafford Borough Council, 2015-2018)	Public Realm improvements	Altrincham won the 2018 Best British High Street Award. The transformed streets of Altrincham helped deliver a 27% increase in footfall and a 22% decrease in vacancy rates.
Cycling Demonstration Towns (Report to the Department for Transport, Sustrans 2017)	CDT ran from 2005 to 2011 to encourage cycling for everyday urban trips. In line with programme was also the Cycling City and Towns (CCT)	Over the duration of the programme, cycling trips increased in the six medium-sized towns it ran in. There was a 29% increase in cycling for the six CDT's and an overall increase of 24% for the 12 CCT's
Hatfield Town Centre Regeneration (LGA, 2020)	The scheme involved town centre regeneration in Hatfield to improve public perception and local employment through the improvement of the public realm, town square re	The regeneration saw the attraction of new businesses and retailers, producing a 20% increase in spending in the town. Town perceptions changed, social media responses were very positive, and Hatfield was named in the national media as a 'rising star'.
West Suffolk Public Service Transformation (LGA, 2019)	The scheme involved 6 market towns whereby funding was awarded to create community hubs.	The outcomes of the West Suffolk community hubs provided the following benefits; land released for over 1,200 new homes, creation of over 4,000 new jobs, and £12m in revenue savings.
Kirkby Town Centre regeneration (LBA, 2022)	The scheme involved the production of a new civic square, public realm improvements such as planting, seating, and improved lighting, as well as supporting new developments such as a New Morrisons in the town centre.	The benefits of the scheme included 23.5 hectares of land released for housing development, creation of 700 jobs directly from this scheme, and improved facilities and local levelling up.

Pedestrianisation of Greek Street- Leeds (Source: Greek Street Study- How Do?! Yorkshire on behalf of Leeds City Council)	The aim of the scheme was to pedestrianise Greek Street in Leeds; a busy location in the centre of the city which has several amenities on including bars and restaurants.	The outcome of the scheme was that there was a positive general agreement amongst the public towards the scheme with 93% of respondents to the survey agreeing that pedestrianisation has improved the street as a destination and 86% of respondents agreeing that they would be more likely to visit the street if it was pedestrianised. Also, there was substantial business rates growth on Greek Street since the street was pedestrianised. The income rate in 2016 was £432,704 in comparison to £656,521. A 52% growth.
Pedestrianising Cookridge Street. (Source: Leeds City Council, 2018)	Cookridge Street which connects to The Headrow was pedestrianised. The aim was to provide residents and tourists with improved public realm space and a new area to visit.	When the scheme was first implemented, a survey conducted by Leeds City Council found that out of the 91 people surveyed 100% of respondents believed the pedestrianisation was a good idea. 79% said that they stayed in the city centre longer due to the park. The positive response suggests that improved public space in the city centre would attract more residents and tourists which could potentially increase revenue for businesses. As seen on Greek Street.
Pedestrianising Briggate, Leeds. (Source: City Centre Vehicle Access Management Scheme, 2017).	Briggate High Street in Leeds was one of several areas of the city become pedestrianised in 1990 in an attempt to improve the public realm and make the core of the city more attractive to pedestrians.	Since Briggate High Street was pedestrianised the urban core has improved greatly, with Briggate being the catalyst for retail growth in the city for decades.

The Built-up Urban Area of Selby has a population of 19,760[11]. A review of available literature demonstrates that there are limited examples available for locations with similar interventions, populations and that have recorded suitable pre- and post-implementation usage data to enable a robust assessment of benefits / increased usage. One available example that has a population closer to that of Selby is Kelso, located in the Scottish borders. With a population of 5,689 (2016) Kelso has seen an increase in town centre footfall of 28% compared to 2011 pre-implementation levels following the implementation of public realm enhancements, traffic management and supporting measures within the town centre vicinity (Source: The Pedestrian Pound, Living Streets, Page 31). These uplifts remain consistent with the case studies cited in the Table above.

Given the number of case studies and the acknowledgement that these are similar in terms of intervention, it can be argued that their impacts would be proportionately similar to those for the Selby scheme, despite the variance in populations.

[11] https://www.nomisweb.co.uk/datasets/c2021ts007 (Accessed: 10/10/23)

Therefore, it is considered that there is a strong precedent for achieving a significant and sustained increase in rail, walking and cycling levels in urban areas through the implementation of new active and sustainable travel infrastructure and reducing or removing cars and vans from areas with higher pedestrian footfall and rail patronage.

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

Downstream Investments

The Selby TCF scheme will play an important role in the transformation of the area around the station which has been allocated as a regeneration opportunity in the emerging Selby District Local Plan (policy SG3). The Local Plan requires enhancement of the station as a transport hub to help deliver improved connectivity with the wider town and city region. Importantly the TCF scheme will contribute towards unlocking commercial, employment, transport and community development opportunities in Selby.

The Selby Station Gateway scheme will also support the delivery of Local Plan housing targets in the area (of the circa. 2,500 additional dwellings required). The scheme will also generate benefits for local workers as they will be able to live in the area and take advantage of the enhanced station facilities and surrounding interventions.

The Selby Station Gateway scheme will also contribute to the unlocking of several major development sites in the immediate vicinity of the station. Although these new developments coming forward will be only partially attributable to the station scheme, the TCF enhancements will nevertheless contribute to the redevelopment and regeneration of the town (and will be a factor boosting economic activity in the post-COVID 19 recovery phase).

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

3.2 Procurement Strategy

3.2.1 What is the procurement strategy/approach?

Procurement Strategy

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

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

- Achieve savings and value for money for the communities of North Yorkshire;
- Support the delivery of quality outcomes for service users;
- Support the wider ambitions of the Council and its partners;
- Develop a very deep understanding of user needs;
- Influence and operate commercially, understanding supply market capabilities;

- Practice robust contract management;
- Attract suppliers of all sizes and from all sectors to want to work with the Council;
- Attract procurement professionals to want to work for the Council; and
- Be recognised nationally as a procurement centre of excellence and expertise.

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

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

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

Sourcing Options

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

- Completion of the detailed design of the scheme and Full Business Case;
- Provision of services to support the successful completion of all statutory and regulatory procedures;
- Procurement of contractor; and
- Construction of the scheme.

The delivery programme for the remaining stages of the project is shown below in **Table 3-6**.

Table 3-6 - Selby Station Gateway Milestones

Milestone	Forecast Start Date	Forecast Finish Date
Procurement of Contractor	03-Jun-21	01-July-24
Statutory Orders (including TROs)	15-Nov-21	Sept-24
Planning Application	25-Dec-21	20-Sept-22
Discharge Conditions	20-Sept-22	April-24
Regulatory approvals	15-Nov-21	27-Sept-24
Detailed Design	23-Sept-21	05-Dec-23
Full Business Case	1-Jul-22	22-Dec-23
Post FBC PAT Approval	01-Jan-24	29-Feb-24
PAT FBC	March-24	March-24
Approval to Proceed	March-24	May-24

Station Change and ORR Notification	April-24	Sep-24
Construction (main works)	27-Sept-24	15-Oct-26

Existing Framework Arrangements – project development

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

It is intended that the design and preparation phases of the project will continue to be supported by the Sole Provider Framework (WSP). This could, and has, included the delivery of the following work stages and milestones:

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

This arrangement has been used to progress the scheme from feasibility design to the Full Business Case stage. The use of the existing partnership has ensured continuity of design and development of the project. The existing framework ends on 31 March 2024.

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

Procurement of Construction Contractor

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

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

- The Outsourcing Playbook; and
- The Construction Playbook.

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

The procurement questionnaire included questions on the following:

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

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

Private-public partnership

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

Traditional contract (build only)

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

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

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

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

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

Partnering contract with Early Contractor Involvement (ECI)

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

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

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

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

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

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

Design and build

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

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

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

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

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

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

Procurement Workshop

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

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

Afterwards, NYC issued a Request for Information (RfI) covering the three NYC TCF schemes. The main aim of the RfI was to gather market information and ensure that there was a market for the proposed procurement approach and financing arrangements.

The RfI presented outline project information and asked a series of procurement and delivery questions related to the schemes, covering the following aspects:

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

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

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

Selected procurement strategy

The selected procurement strategy secured a contractor on an Early Contractor Involvement (ECI) basis, which allowed for discussions on supply chain planning and sourcing to begin early on - with relevant sourcing in place prior to start on site.

The recommended option for the procurement of a delivery contractor was a call off from the Crown Commercial Services - December 2020 – Framework RM6088: Construction Works and Associated Services framework. With an expiry of 30/10/2026.

The works were separated into 3 geographical lots (Skipton, Harrogate, and Selby) to ensure that suppliers had the opportunity to bid for these works, but also introduce the opportunity for economies of scale, had a supplier wished to bid for two or more lots.

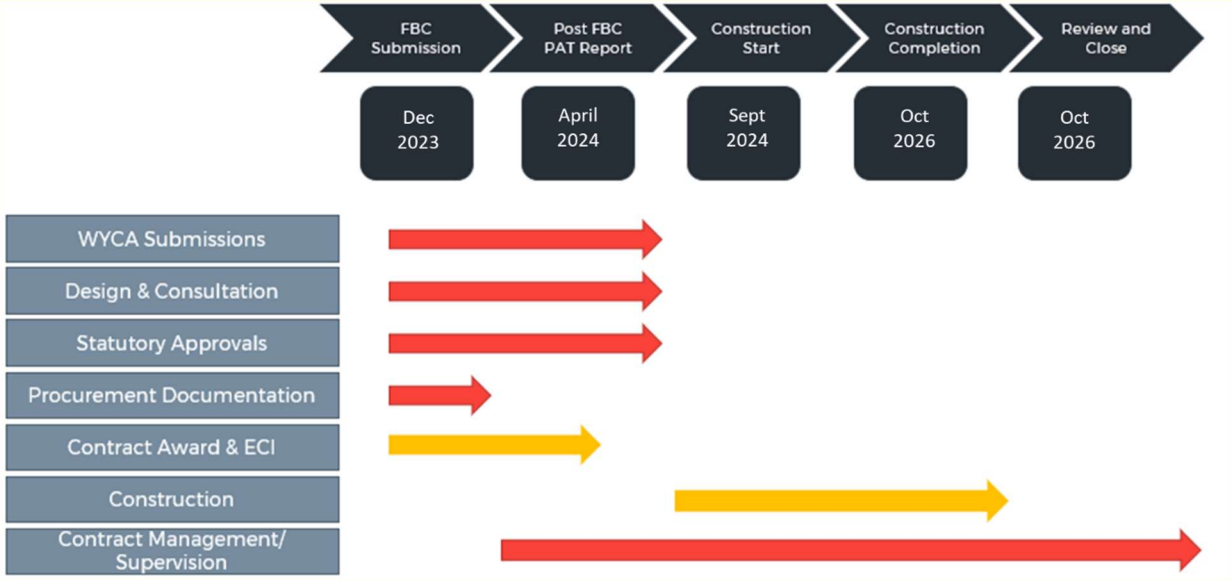
With all the above call offs the recommendation was to secure a supplier using an NEC4 Option C (Target Cost) contract with Early Contractor Involvement (ECI). The ECI allowed for the contractor to input into final detailed design and early planning for wider supply chain and works phasing considerations. The contract type is designed to encourage collaboration between the contractor, designer and client whilst allowing the contractor to be innovative in order to achieve value for money.

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

Procurement Implementation Timetable

The procurement implementation timetable is summarised below:

Figure 3-2: Procurement Implementation Timetable



Creating Social Value from Procurement

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

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

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

The National TOM's Framework (2019)[12] will be drawn upon to assess and compare the social value benefits of each submission. The Framework provides a robust, defendable and transparent means of assessing and awarding projects based on this value.

[12] National TOMs Framework 2019 for Social Value Measurement

The Framework has been designed around 5 principal issues, 18 Outcomes and 35 measures. The overarching themes are as follows:

- Promoting skills and employment;
- Supporting the growth of responsible regional businesses;
- Protecting and improving our environment; and
- Promoting social innovation.

For the Selby Station Gateway scheme, NYC will require all contractors and internal service providers to commit to providing community and local economic benefits through the Social Value Portal. This includes:

- Local jobs created;
- Jobs created for people with a disability;
- Volunteer hours invested in training and community projects; and
- School and college engagement and work placements offered.

Bidders are required to formally commit to targets which are then monitored as the contract progresses.

Overarchingly, NYC will seek to ensure a sustainable procurement route is adopted, which maximises social and economic benefit whilst minimising damage to the environment. This may include the following:

- Use of local suppliers and materials where possible;
- Use of renewable materials; and
- Integrating social considerations into contracts.

Procurement of Network Rail services

As the project requires modifications to Network Rail land and property, NYC is obliged to procure non-contestable services through a Basic Asset Protection Agreement (BAPA) with Network Rail. This has already been put in place for services required during the OBC & FBC stage, and Network Rail has appointed a Sponsor and Scheme Interface Manager to work with the design team from WSP. As the project progresses, the non-contestable services will include:

- Formal design assurance at Detailed Design stage (PACE 2 ES5) (underway)
- Booking of possessions and site supervision for any intrusive surveys required during PACE 2 ES4 and ES5 (part underway);
- Support to progress land transfer / acquisition and required regulatory consents (Licence Condition 7 and Station Change) (to commence after Approval to Proceed); and
- Site supervision for construction, including approval of temporary works designs, inspection of temporary works and regular quality checks on assets that will be handed back to Network Rail on completion.

Project costs have allowed for payment of Network Rails costs on an emerging cost basis. Furthermore, it is mandatory for NYC to pay a percentage of their costs into the Network Rail Fee Fund (NRFF) and Industry Risk Fund (IRF) to indemnify Network Rail against risks that would normally sit with Network Rail but which they are not funded to pay for. The charges (from 1st April 2021) are 5% of rail-related works for NRFF and 2% for IRF. The funds are regulated and monitored by ORR.

It is considered that as the majority of the work is classed as 'high-street environment', or a 'high-street environment' worksite can be created, the choice to procure Network Rail services through a BAPA is preferable to requesting that Network Rail deliver the project on NYC's behalf.

Procurement update December 2023 (FBC Submission)

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

Potential Supply Chain Impacts

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

To mitigate risk Galliford Try will:

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

Procurement Delays

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

Reliance on Supply Chains

Overdependence on a single supplier or trading partner can pose risks to the supply chain, such as vulnerability to disruptions or limited options for sustainable or inclusive sourcing. Diversifying the supply chain by engaging multiple trading partners can enhance resilience, foster competition, and provide more opportunities for inclusive and sustainable practices. The contractor will therefore attempt to utilise multiple suppliers or partners where possible, to minimise risks to the supply chain and avoid programme delays as far as possible.

Rising Inflation

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

3.2.3 Risk Allocation and Transfer

An important aspect of the management process is identifying risks associated with scheme delivery and funding early in the process to allow mitigation to be identified.

The Client (NYC) scheme risks associated with the scheme have been considered and included within the risk register found in Appendix H. A further summary of the key project risks is provided at Section 6.3.3. Contractor risks are identified in the contractor's risk register and costs included in their pricing.

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

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

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

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

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

Table 3-7: Risk Allocation Table

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

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

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

Table 3-8: Incentivised Performance Definitions

Share Range	Contractor's Share Percentage Savings/Additional Costs
Less than 90%	0%

From 90% to 110%	50%
From 110% to 120%	75%
Greater than 120%	100%

3.2.3 Statutory and Other Regulatory Consents

NYC have reviewed the potential impacts of the scheme and the consents needed to construct and implement the proposals. These are summarised below.

Town and Country Planning Act

The TCPA 1990 provides the legislative framework for the planning system in the UK. The TCPA defines development, details the requirement for planning permission for development and sets out how applications should be made, and decisions taken. Although subsequent legislation has amended and updated it, the TCPA is still considered the 'principal act'.

Other important legislation for the operation of the planning system includes (but is not limited to):

- the Planning and Compulsory Purchase Act 2004;
- the Town and Country Planning (General Permitted Development) Order 2015;
- the Town and County Planning (Development Management Procedure) (England) Order 2015; and
- the Town and County Planning (Environment Impact Assessment) Regulations 2017.

Section 70(2) of the Town and County Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act (2004) require planning applications to be determined in accordance with the Local Development Plan, unless material considerations indicate otherwise.

The Local Planning Authority identified that a single planning application was required for the Selby Station Gateway scheme, after adopting a formal EIA Screening Opinion that EIA is required (see section below). Permitted Development rights would not apply to the Selby Station Gateway Scheme.

The planning application for the full station gateway scheme was submitted on 17th January 2022. This application was approved on 20th September 2022 in accordance with the application drawings and particulars subject to 26 conditions and reasons.

Environment Impact Assessment Regulations (2018)

Under Regulation 6(1) of the EIA Regulations 2017, a person who is minded to carry out the development may request the relevant planning authority to adopt a screening opinion, to determine whether or not the development in question constitutes 'EIA development'. Under Regulation 6(4) of the EIA Regulations 2017, a person making the request must, where relevant, take into account the criteria set out in Schedule 3 of the EIA Regulations 2017, and the results of any relevant EU environmental assessment which are reasonably available.

The Selby Gateway Scheme currently comprises an approximate total area of 11 hectares; this exceeds the 1 hectare threshold for the construction of roads as outlined within 10(f) of Schedule 2 of the EIA Regulations 2017. As such, the potential for significant impacts is required to be considered. Nevertheless, as outlined within the EIA Regulations and Department for Communities and Local Government Planning Practice Guidance, the exceedance of the

thresholds detailed within Schedule 2, Column 2 does not automatically determine that the Proposed Scheme is EIA Development, but rather that "*the proposal needs to be screened by the local planning authority to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required".*

Following the submission of the first OBC to WYCA in April 2021, the LPA determined that the scheme comprised the EIA development.

Listed Building Consent

Listed building consent is required for all works of demolition, alteration or extension to a listed building.

The requirement applies to all types of works and to all parts of those buildings covered by the listing protection (possibly including attached and curtilage buildings or other structures), provided the works affect the character of the building as a building of special interest.

Consideration should be given to how the works around and associated with Selby Rail Station impact the Grade II listing of the Selby Railway Station building, station houses and railway goods shed.

The railway station is grade II listed. This covers the canopies to both platforms, the footbridge and benches. The TCF proposals include the removal of the 1960s extension to the west platform. Consent would be required for alterations or removal of this element as a result of it being considered part of the curtilage of the listed structure. However, it is not identified of being of special historic or architectural interest, indeed removal and replacement should rather enhance the setting of the listed structures.

Discussions took place during OBC stage and post-acceptance of the planning permission with Historic England and with the Local Planning Authority's Conservation Officer. Historic England, although supporting the ambitions of the project from initial consultation stages, recommended further evaluations following concerns around the potential impact of the scheme on below-ground heritage assets. This was undertaken with the NYC Principal Archaeologist. Following a review of the evaluation from the Principal Archaeologist, Historical England supports the application on heritage grounds. This was taken into account with the acceptance of the full scheme planning application.

As with the above, the removal of the walls at the Cowie Drive/ Ousegate junction require consent, which was incorporated as part of the planning application, as result of it being considered part of the curtilage of the Railway Goods Shed the grade II listed structure (Viking Shipping). Again, these are contemporary rather than historic structures. An application for LBC will be submitted to the LPA alongside the heritage statement in Appendix I.

Emerging environmental outcomes and statements

Heritage: The Scheme comprises the redevelopment of the 1970s, north-facing entrance of the railway station and the removal of the two boundary walls to allow for the redevelopment of Cowie Drive. Therefore, a Heritage Statement is being undertaken for works impacting upon the two 20th century boundary walls connected to and within the curtilage of two Grade II listed buildings (the Former Railway Goods Shed and The Jolly Sailor Inn). Selby Station is a Grade II listed (NHLE 1365807) railway station originally opened in 1871 with the designated sections comprising up platform, platform canopies, footbridge and benches. The report will include an

impact assessment of the proposed scheme and will put forward recommendations to mitigate any harmful effects.

Air Quality: It is expected that the Proposed Scheme will produce Moderate Adverse impacts on Selby AQMA No.1 but predicted concentrations will be under the health-based air quality objectives. Within 200m of Selby AQMA No.1, the impact will be beneficial in some areas and overall the effect will be not significant because no exceedances of the health-based air quality objectives are predicted.

Noise: Baseline noise monitoring was undertaken in May 2021 at 2 resident gardens (58 The Haven and 2 Station Road). The requirement for mitigation is being determined as part of the construction and operational phases assessment.

Flood risk: Very low surface water flood risks have been identified in areas within the Proposed Scheme apart from small areas ranges from low to high immediately surrounding the existing railway bridge, northern and southern extents of Shipyard Road, within Selby Park, around Selby Bus Station and within the car park of the Selby Railway Sports and Social Club car park, adjacent to the Bus Station. The EA's Reservoir Flood Map shows that the majority of the Proposed Scheme is at risk from reservoir flooding. A standalone FRA is being prepared to support the ES. The FRA would assess the potential implications and any required mitigation of the Proposed Scheme on flood risk to people and property, as well as assess the potential risk of flooding to the Proposed Scheme.

Biodiversity: Most habitats within the Site are urban habitats of low ecological value and/ or limited in extent. Habitats are well represented in the immediate wider area. Habitat enhancements would be expected to result in beneficial effects. There is a Potential for the loss of bat roosts during demolition and tree removal, however some recent surveys finding will confirm this shortly. Himalayan balsam and Japanese knotweed along the banks of the River Ouse could be spread during construction activities. Ecological enhancements will be explored through the completion of a BNG Assessment for the Proposed Scheme.

Tree Protection Order

In conservation areas, permission to remove the trees must be applied for at least 6 weeks before carrying out the work on all trees that have a trunk diameter of more than 75mm when measured at 1.5m from the ground level (or more than 100mm if reducing the number of trees to benefit the growth of other trees). This gives the local authority an opportunity to consider whether an order should be made to protect the trees. Works subject to this permission include any works that require the removal of trees within Selby Conservation Area; most notably throughout Selby Park, in the grounds of Selby Abbey and along the banks of the River Ouse.

On trees that are subject to TPOs (be they within or outside of the Conservation Area), permission must be sought for any works that involves cutting down, topping, lopping or uprooting. In such cases, a Tree Preservation Order is to be made to the local planning authority. There are no trees subject to TPOs within the TCF project area, but there are trees with TPOs adjacent, including 'Park House' The Crescent, situated towards the western extent of Park Row next to Selby Park.

Environmental Permit

Works over or within a defined distance of a main river or watercourse may require an environmental permit (formerly known as flood defence consents) from the Environment Agency. The following activities that are considered relevant to the proposed works and may require a permit include:

- *Altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work;*
- *Building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river;*
- *Any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river.*

The River Ouse is considered a Statutory Main River by the Environment Agency; as such, any works involving the construction of a bridge or to flood defences may require an environmental permit. The requirement for a permit will be determined through engagement with the Environment Agency.

For work on or near all other watercourses, including the Selby Canal, an 'Ordinary Watercourse Consent' should be applied for through the Internal Drainage Board within the local area, local flood authority or the Environment Agency.

Traffic Regulation Orders

NYC, as scheme promoters and Local Highway Authority will be seeking a number of new / amended Traffic Regulations Orders to facilitate the scheme proposals, including but not limited to, parking, loading & waiting restrictions; general traffic restrictions; road closures and new cycle tracks. These Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.

These Traffic Regulation Orders will follow a statutory procedure comprising:

1. Consultation – comprising statutory consultees, affected stakeholders and the general public;
2. Advertisement of the TRO then takes place for a minimum period of 21 days;
3. Objections - when considering the objections, the senior officer must decide whether to allow the scheme to proceed, modify the scheme or abandon it. Certain types of TRO may automatically trigger a local public inquiry if objections are received; and
4. Making the order - the TRO can then be formally sealed and advertised as a made order with a date of implementation.

Four TRO's and associated drawings have been drafted, reviewed, and approved by NYC Legal for the proposed prohibited turning movements, parking (disabled, and taxi) and waiting restrictions. loading bays, 20mph zone, one-way road with contraflow cycle lane, and prescribed routes. The TROs were published on 14th December 2023 for the Statutory Consultation period which ends on 11th January 2024. Responses will be collated once consultation closes, and the TROs sealed should there be no objections. If there are any objections that cannot be resolved, these will be presented to the Area Constituency Committee for comment ahead of being

reported to the Corporate Director, Environment for a decision in consultation with the Executive Member, Highways and Transportation under the Council's Scheme of Delegation.

Temporary Closures

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

All works will be subject to individual traffic management plans to minimise traffic disruption and maintain access in the local area to Selby Station, the Bus Hub, local businesses and residential properties.

The construction of the Selby Station Gateway scheme is also likely to require the closure of existing sections of footway and highway temporarily.

The general works to the roads and footways will be protected wherever possible with barriers from the MASS range (see **Figure 3-3**). These barriers from the MASS range are being employed on a number of projects where space is limited and both vehicle and pedestrian separation is required. One-way proposals on Station Road and Ousegate will need to be implemented prior to provide working space flexibility one side of the carriageway. Once construction works are complete, traffic will then be moved onto this section to allow the other side of the road to be constructed safely.

Figure 3-3: Example of a M.A.S.S. Barrier installed

Where kerbs and footways are to be replaced, traffic lights will be used to provide sufficient working area to allow works to proceed safely. Temporary construction works will be sequenced to avoid road users having to negotiate multiple sets of lights on one route with clear distances between areas. Surfacing works on roads will require either road closures or multiple phased construction at junctions using temporary traffic management.

In all instances diversionary routes will be established and signed in line with NYC's requirements to maintain rights of way.

The Principal Contractor will work with NYC officers to secure necessary approvals for any closure notices in a timely manner that ensures that works are undertaken in line with the delivery programme. In preparing for any closures, local engagement will be undertaken to ensure that stakeholders and members of the public are fully informed, with prompt responses to any concerns raised.

Section 247 Agreement

The scheme requires the closure of the public highway at the Denison Road canal bridge, which currently provides vehicular, pedestrian and cycle access over the Selby Canal connecting Shipyard Road and Ousegate to residential, educational and industrial areas to the east of Selby.

The structure is very narrow and not suitable for vehicles, pedestrians and cyclists (see **Figure 3-4**).

Figure 3-4 – Denison Road Canal Bridge

The closure of this bridge will discourage short distance 'convivence' trips and rat running, forcing vehicles to detour to more appropriate safer routes including the A1041 Bawtry Road and encouraging a behavioural shift to active travel. It will also ensure cyclists and pedestrians alike using the Trans Pennine Trail and NCN routes 62 and 65 can navigate the space safely and continue travel along Ousegate and the canal towpath.

Further rationale underpinning the closure can be found in **Section 4.1** of the Economic Case.

In August 2021, NYC temporarily closed the Denison Road canal bridge to vehicles at the request of the Canals and River Trust which was completing maintenance works on the asset. A temporary pedestrian and cycle bridge was constructed alongside to support the closure. The bridge has now reopened on completion of the Canals and Rivers Trust maintenance work. During the closure, NYC monitored local conditions to understand the impact the closure had on the wider network. No notable impacts were found, and neither authority is aware of any major

issues relating to the closure, meaning closure for the construction of Selby Gateway Scheme should not be a risk.

Rail Industry Statutory and Regulatory Processes

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

Design Assurance

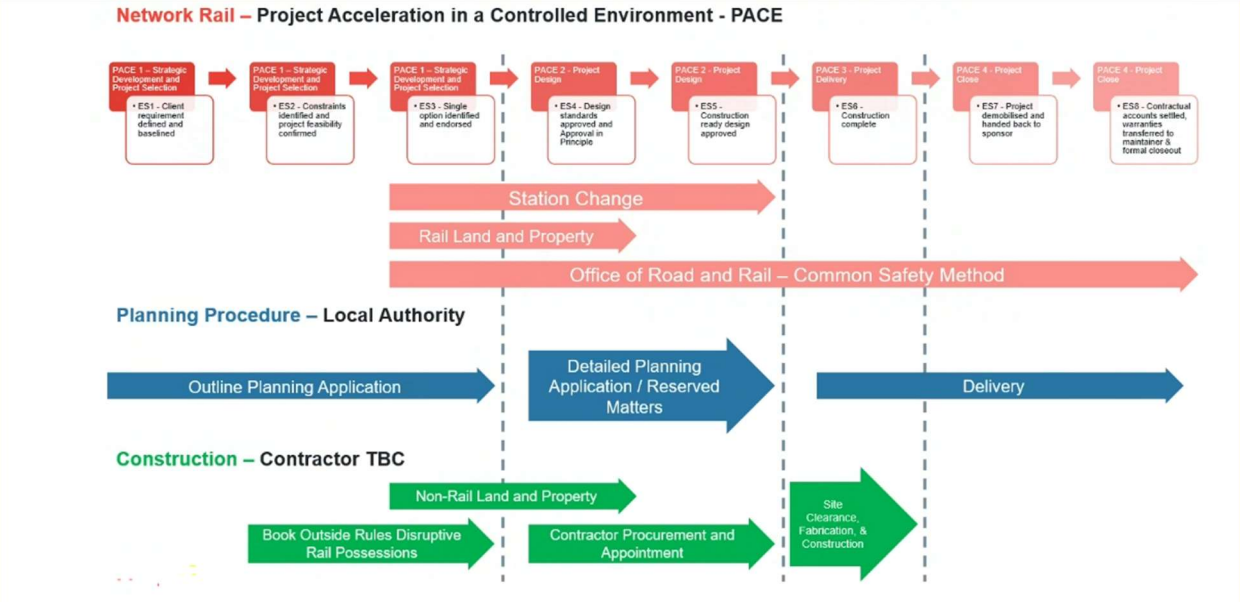
PACE Gateways

The Selby Gateway scheme has undergone a significant transition in its development process. Initially, the project adhered to the GRIP (Governance for Railway Investment Projects) design stages, which provided a structured framework for planning and implementing rail infrastructure projects. However, in response to evolving requirements and industry standards, the project has now shifted to follow the PACE (Project Acceleration in a Controlled Environment) stages as prescribed by Network Rail (NR). This adjustment reflects a more contemporary and adaptable approach to project management, incorporating streamlined processes that enhance efficiency and responsiveness. The adoption of PACE stages signifies a commitment to staying proactive of industry advancements, ensuring that the Selby Gateway scheme aligns seamlessly with current best practices and standards within the realm of railway development.

The development of the rail-led elements of the scheme (station building upgrade, eastern access and Cowie Drive car park) are currently at PACE ES5 stage in process (Detailed Design), highlighted in **Figure 3-5** below.

Conclusion of PACE ES5 stage following the receipt of the Engineering Compliance Certificate, prior to Station Change processes, is anticipated in April 2024.

Figure 3-5: Alignment of PACE



Regulatory Change

Station Change Request

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

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

Station change is being progressed by NYC and the station change document will be drafted and submitted to the ORR for approval in April 2024.

ORR Notification

As part of Station Change, the ORR will need to be informed of any temporary reduction in the number of station car park spaces whilst the construction works are being carried out. The construction will be designed such that a reasonable level of on-site parking provision is maintained throughout the works. The demolition of James William House and the construction of the Cowie Drive Car Park and eastern station access are scheduled first and will provide sufficient car parking spaces that will ensure station operations can continue to the east. Once completed Station Road will be reduced to one-way and a vehicle/pedestrian barrier implemented to form a boundary between the Business Centre buildings requiring demolition. During this period parking car parking to the west and Rail Parking on Station Road will be

closed. Station Change includes details of any temporary closures of station facilities during construction.

Landlord Consent

Trans Pennine Express is the Train Operating Company who holds the Station Lease from Network Rail for Selby Station. Northern Rail are required to apply to Network Rail for their written consent as Landlord before any works are undertaken in Selby Station Car Park. This is a bi-lateral agreement between Network Rail and the Operator and does not require industry consultation. Consent is granted via a Licence to Alter using an on-line portal and to receive a response within 28 days. Consent will be requested in April 2024.

Land Transfer Requirements

3.2.4 Construction Design and Management Regulations 2015 (CDM)
The 2015 CDM Regulations came into force on 6th April 2015, outlining the CDM requirements and responsibilities of the six identified duty holders; clients, designers, principal designer, principal contractor, contractors, and workers. On all construction projects all Designers and all Contractors have specific legal duties under the CDM Regulations. The Client (NYC) is responsible for whom carries out a construction project and are responsible for making the suitable arrangement for managing a project. They must ensure other duty holders are appointed and sufficient time and resources are allocated. In addition to ensuring the relevant information is prepared and provided to other duty holders, ensuring the Principal Designer and Principal Contractor carry out their duties, and that welfare facilities are provided. The Principal Designer (WSP), appointed by NYC for this scheme, has the responsibility to plan, manage, monitor and co-ordinate health and safety in the pre-construction phase of a project. They must ensure they identify, eliminate and control foreseeable risks. In addition to, ensuring designers carry out their duties, preparing and providing relevant information to other duty holders, and provide relevant information to the principal contractor to help them plan, manage, monitor, and co-ordinate health and safety in the construction phase. The Principal Contractor (Galliford Try), appointed by NYC for this scheme, will plan, manage, monitor and co-ordinate the construction phase of the project. They must liaise frequently with the client and principal designer, prepare the construction phase plan, and organise co-operation between other contractors and co-ordinate their work. In addition to, ensuring suitable site induction are provided, that reasonable steps are taken to prevent unauthorised access, workers are consulted and engaged in securing their health and safety, and that welfare facilities are provided.

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

4. Economic Case

The purpose of the Economic Case is to demonstrate the project offers value for money.

It is expected that any supporting documentation that summaries any work carried out to develop the Economic Case are referenced and attached as appendices.

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

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

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

4.1 Long List Options Testing

4.1.1 What Long List of Options have been considered?

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

A long list of 14 interventions for the district was developed following sifting at the previous SOBC and SOC stage. This is summarised in **Table 4-1** below and further details are provided in the OAR.

The long list of interventions was revisited at feasibility design after the submission of the SOC to the Combined Authority and following the release of LTN/20.

It was pivotal that options were revised to ensure compliance with latest guidance and WYCA's Green Streets approach. The Green Streets workshop on the 20th August 2020 informed the drafting of the Selby Station Gateway scheme strategy options (**Appendix K**). This detailed exercise looked at the nature of the proposed interventions assessing them against key known risks, overall viability and ability to meet the scheme objectives and CSF's (see **Section 1.2**). This also explored dependencies, cost uncertainty, engineering complexity and other items such as acquisitions or works on third party land. The early feasibility studies summarised in **Appendix K** have informed the drafting of the preferred Selby TCF scheme proposals presented in the previous OBC revisiting those previously scoped at SOC stage to ensure compliance with newly emerged guidance. The early risk and constraint assumptions have been reviewed and mitigated against the design phases completed during 2020 and 2021. Current project risks, costs and constraints associated with the preferred option are summarised in the Risk Register, Commercial and Management cases.

This feasibility exercise subsequently informed the revised short listing of the proposed interventions highlighted in **Section 4.2** below and the OAR.

The OAR has been updated to reflect changes to the design of the Phase 1 Selby Station Gateway TCF Scheme between the OBC and FBC stages.

Table 4-1: SOC Long List of Options		
Option	**Option Name**	**Option Description**
1	Station Upgrades	Station facility improvements, including improved passenger waiting facilities, ticket machines, information boards, café, improved frontage/façade etc.
2	Selby Park and Station Plaza	The creation of a new station plaza on the footprint of Selby Business Park, likely to consist of high-quality surfacing (e.g., Yorkstone paving), new seating, planting, potentially local art or water features. New link through existing Selby Business Park providing a direct active travel link between the station and the Abbey. Scheme includes demolition of wall between Selby Park and Selby business park to create open space between the two.
3	Station Road enhancements	Improved public realm, reallocation of parking provision to Cowie Drive, one-way provision on Station Road. Acquisition of Selby Business Park and adjacent car parking converted to public realm. Station Road will be resurfaced (paved) to create a 'shared surface' type plaza – although note full height kerbs and delineated crossing points will facilitate access for mobility impaired. Station Road to become one-way, facilitating narrowing (direction of travel tbc). New drop-off/pick-up and taxi spaces to be provided along Station Road next to station access points.
4	Selby Bus Station Improvements	Upgraded passenger waiting facilities and bus stand arrangements. Real time passenger information provision and linkages with rail timetables. Includes improved bus manoeuvring area, new replacement bus stands and shelters, with real-time displays. Creation of new carriageway to allow manoeuvring, with footways in high quality material (e.g., Yorkstone paving). Some landscaping and new planting, particularly around adjacent Portholme Road link. Demarcated cycle route between Portholme Road link, Selby Park Link, and rail station access through different coloured surfacing and slight stepped kerbing where appropriate.
5	Portholme Road Link - New Tunnel	Installation of approx. 20m pre-fabricated tunnel into rail bridge ramp. Includes new lighting. Scheme will also necessitate landscaping on either side (removal of existing material, planting, new paving)
6	Portholme Road Link - Existing Arch	A foot / cycleway from the station to Portholme Road via the existing archways under Bawtry Road bridge was initially proposed – but was discounted because of complex land ownership on the Portholme Rd side of the bridge and safety/security concerns raised by North Yorkshire Police & British Transport Police – instead, we have opted for a design approach that punches through the bridge embankment to the north of the arches to provide the foot/cycleway. Removal of existing fencing to facilitate new ped / cycle link between Portholme Rd and Selby rail station via Park Rd. Would necessitate purchase of circa 2 private car parking spaces, and creation of safe route through the existing rail station car park. Park Road is also a private road.

7	Olympia Park Pedestrian and Cycle Bridge	New pedestrian and cycle swing bridge, circa 5m wide to facilitate both walkers and cyclists.
8	Ousegate West (Station Road to A19)	Removal of existing parking bays and slightly narrowing of the existing carriageway to 6.0m, allowing the creation of approx. 3m shared use path either side of the highway, for circa 130m. Note difficulties in accommodating cycle users at signalised junction of A19 (AQMA).
9	Ousegate Central (Station Road to Pedestrian and Cycle Bridge)	New crossing around Station Road. Adoption of northern carriageway, resurfacing as high quality 'shared surface', with demountable bollards or similar to allow vehicular access for bridge maintenance or due to flooding on main carriageway. Resurfacing of southern footway to similar high standards. Replacement of old guard railing to match wider scheme and removal were unnecessary. Purchase of brownfield land to north of carriageway to provide circa 2m footway and 3m cycle track. Extends from proposed shared surface underneath rail bridge, past proposed Olympia Park bridge, and to Ousegate East (circa 140m) Public realm improvements on existing jetty, to be determined with Canal & Rivers Trust, but likely to include planting, signage / information boards, local art, seating (note ship building heritage)
10	Ousegate East (Pedestrian and cycle Bridge to Rigid Paper, inc new bridge over the canal.	Circa 200m stepped cycle track from existing Ousegate Jetty (opposite 'The Haven) to Selby Canal Basin. Different users demarcated through surfacing (colour or type). New link over canal basin to be determined with Canal & Rivers Trust – potential for new swing bridge (approx. 7m span) or widening of existing structure on northern lock gates.
11	The Haven Pedestrian Link	Propose new footpath linking the new eastern access to Platforms 2 and 3 of the station with Canal Road and Denison Road. New link between Cowie Drive and Canal Road, likely close to Denison Road /Rigid Paper site. Likely to involve link into The Haven and subsequently across brownfield land. Likely 3m shared use foot / cycle path on new links, with on-carriageway cycling on existing (i.e., 'the Haven').
12	Station Road / Portholme Road / Bawtry Road Junction Improvements	Improvements to the Station Road / Portholme Rd / Bawtry Road junction to improve safety for all modes.
13	Cowie Drive Parking	Acquisition of James William House (former Tando Fabrications site), demolition of structure and construction of surface car park with associated pedestrian link and EV chargepoints Scheme will create a circa 70 space car park, inc Equality Act compliant spaces. Footway widening of circa 140m of existing footway on the eastern side, to 2m where possible, including informal crossing points into the new car park and new lighting columns.

		Creation of new segregated pedestrian access through wall adjacent to the Malt Shovel public house to link to new footway across Viking Shipping's land.
14	Selby Station Sustainable Travel Measures	Sustainable travel measures including cycle storage, EV chargepoints etc.

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

Table 4-2: TCF Critical Success Factors

CSF	CSF Name	CSF Description
1	Enabling Inclusive Growth	Key measure: Ratio of earnings at 20th and 80th percentile • Improved access to employment opportunities from deprived areas via public transport connections. • Improved access to education opportunities for young people. • More affordable public transport. • Increased uptake of active modes.
2	Boosting Productivity	Key measure: GVA per hour worked • Support economic growth and job creation by creating in excess of 1,200 jobs and over £100 million of GVA annually of Gross Value Added by 2036 to Leeds City Region (LCR). • Reduced commuter and student journey times on public transport and active modes. • Increased transport network capacity. • More efficient transport networks contributing to productivity growth across LCR.
3	Delivering Clean Growth	Key measure: Reduction in carbon emissions • De-carbonising the transport system through investment in clean technologies. • Cars de-prioritised from town and city centres – with a particular focus on air quality exceedance areas. • Improved air quality.
4	Creating a 21st Century Transport System	Key measure: Mode share for sustainable modes • Increased modal share for each of public transport, cycling and walking. • Improved bus speed and reliability. • Improved bus and rail passenger experience. • Cycling and walking becoming safer, quicker and more convenient.

4.1.3 How has the Long List of Options been appraised?

The initial development of options consisted of the prioritisation process during the development of the LCR TCF SOBC using a multi-criteria assessment approach in March 2020.

Subsequently the longlist for Selby was formulated through the following methods:

- Clearly defining the geographical scope of the interventions;
- Sharing of information about pre-existing options from previous studies;
- Consultations with the project teams for the ongoing and emerging masterplans;
- Site visits with design specialists;
- Workshops to discuss themes, ideas and initial proposals; and
- Liaison with parallel workstreams such as the Local Cycling and Walking Infrastructure Plan (LCWIP) and Station Gateway Masterplan.

The scheme options vary in scale and, in some instances, consist of several components, generally due to the similarity of location and/or complementarity and dependency of the respective elements.

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

Figure 4-1: District Level Four Stage Prioritisation Methodology

A prioritisation framework was developed aligned to the DfT's Early Assessment Sifting Tool (EAST) in order to assess the performance of individual schemes on the long list against both the five cases of the Green book (Strategic, Economic, Managerial, Financial and Commercial Case) and the identified TCF critical success factors listed in **Table 4-2** above.

Packaging of long list schemes at SOC

Those schemes understood to be deliverable by 2023, and best performing against the CSFs and across the five cases, were put forward from the long list to the short list for each district (Selby, Skipton and Harrogate). Full details of the scoring exercise are included in the OAR in **Appendix A**.

An iterative process for the scheme packaging was undertaken at the programme-level to further understand risks to delivery, cost estimates and value for money. This resulted in descoping or exclusions of components within the packages in some instances.

The WYCA Assurance Framework requires a minimum of four option packages to be assessed. For the purposes of the WYCA TCF, the following option packages were identified from the long list sifting exercise completed for each of the NYCC districts at SOC stage:

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

The initial short list scheme packages for the Selby Station Gateway at **SOC stage** of the WYCA Assurance Framework were as follows:

- **Business as Usual (Do Nothing)** – Baseline wherein no changes are implemented along the corridor;
- **Less Ambitious (LA)** – This includes station public realm enhancements, bus station enhancements, Cowie Drive improvements, the Olympia Park pedestrian and cycle bridge, Ousegate public realm improvements, Selby Park link, internal station upgrades and sustainable travel measures.
- **Preferred Way Forward (PWF)** – As well as the Do Minimum interventions, this includes the Portholme Road Link, upgrades to crossing facilities at The Crescent / Park Street junction, improved footways and cycle infrastructure between Station Road and the A19 as well as improved public realm on Ousegate East.
- **More Ambitious (MA)** – As well as the Do Something interventions, this includes 'Phase 2' of the Cowie Drive proposals (acquisition of the NYCC depot and Arriva sites for conversion into a multi-storey car park). There will also be a new southern access from Canal Road junction, including supporting pedestrian and cycle infrastructure.

Following submission of the TCF SOC in March 2020, and agreement to progress with the preferred way forward scheme package, further work was undertaken to refine and modify the shortlisted options, prior to submission of the OBC in 2021 (see **Section 4.2** below).

4.2 Short List Options Testing
4.2.1 What is the Short List of Options?
Option Summary and Initial Value for Money Position at OBC Stage

It should be noted that the OBC for the Selby Station Gateway scheme was initially submitted in April 2021. Following presentation of the scheme to PAT in June 2021, a decision was made by WYCA officers to descope the scheme to align with a £20 million TCF funding cap, reduce risk and explore opportunities to advance delivery. A revised OBC reflecting the descoped scheme was submitted to the Combined Authority in October 2021.

As discussed in **Section 4.1** above, following the sifting of schemes at SOBC and SOC stage, options were subsequently revisited at OBC stage to ensure compliance with the newly released LTN 1/20 in June 2020 and Green Streets.

The Green Streets workshop was held on the 20th August 2020 and was attended by multi-discipline specialists from both NYCC, SDC and WSP. The workshop reviewed the opportunities and constraints associated with the proposals developed at SOC stage and identified design solutions to overcome issues. The existing packaged proposals progressed at SOC stage were also evaluated by completing an interactive scoring exercise to establish which elements of the scheme are considered to be the most important and valuable, based on a range of factors including overall deliverability, cost constraints, stakeholder acceptability, engineering constraints, alignment with TCF and local objectives.

Implementing sustainable access to Selby Station from wider strategic sites in Selby and new development land was a priority for TCF. Building a good quality sustainable transport network is key and compliance with latest guidance has governed the proposals developed and presented as part of the OBC submission in 2021.

Selby itself is constrained by its historic landscape and bordered by the river Ouse, railway and canal. This means physical space is limited and there is a lack of opportunity to provide segregated cycling provision and new/ wider footways without transferring highway space or discouraging private vehicles to use or access these key routes to and from the Station.

Not only are the key sustainable routes in the vicinity of the station substandard, Ousegate itself is constrained by local flood defences and the flood wall which runs parallel to the river channel.

The TCF scheme presents a significant opportunity to enhance the historic townscape, compliment the heritage infrastructure within the conservation area and remove vehicle dominance from the key links to and from the station. Ultimately, encouraging a shift to sustainable modes of transport, ensuring future growth is sustainable meeting carbon net zero targets and improving the vibrancy of Selby and its local economy.

Following the publication of the DfT's LTN 1/20, a review of the SOC stage design proposals was undertaken prior to OBC submission. This indicated that the Ousegate Active Travel Corridor segregated cycling facilities would not comply with the new standards. With limited space available for infrastructure between the footway and flood wall segregated provision was discounted. The viability of a segregated route north of the flood wall was also explored but due to land ownership and other physical geological constraints has been discounted, this included the provision of a new Canal Bridge.

As such, the Ousegate Active Travel Corridor was revised and developed further to ensure compliance with LTN 1/20. To implement good quality, design compliant infrastructure a combination of highway downgrades (including speed reductions) and the closure of the narrow canal bridge at Denison Road to vehicular traffic has resulted in a reduction in traffic flow along this key cycle corridor. This ensures cyclists in accordance with LTN 1/20 may use

this new low traffic route to cycle in the carriageway, transforming this crucial sustainable link to the station.

Appendix L contains a summary of the OBC LTN 1/20 assessment.

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

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

The full GSS is presented in **Appendix M**.

The emerging proposals were also informed by an iterative process of local junction modelling used to test the viability of the interventions, by capturing the impact the reallocation of road space may have on the operation of local junctions and the wider strategic road network.

The Local Junction Modelling Report and associated operational Linsig Models are included in **Appendix N**.

The long list of SOC options listed in **Section 4.1.3** was subsequently redefined and sifted following the continuation of the above design activities. These options were subjected to further appraisal, using a Multi-Criteria Assessment Tool (MCAT).

The purpose of the MCAT is to assess and score the options based on a range of criteria, including their alignment with the scheme-specific objectives, TCF programme wide objectives, as well as Critical Success Factors (CSFs) relating to costs, public acceptability, deliverability and buildability of the scheme. The outputs of the MCAT are used to inform the short list of options, to be developed and presented in the Outline Business Case (OBC) as part of the Do Minimum, Do Something and Do Maximum scenarios.

The OBC options have assessed and ranked against a set of MCAT criteria; these criteria have been developed based on the scheme specific objectives, desire for transformational change in line with the overarching programme objectives, and crucial CSF's linked to deliverability/ buildability, public acceptability and affordability/ cost certainty.

The outputs of the MCAT exercise help to determine the following sub-scheme components included in **Table 4-3** below which have been packages for further appraisal Do Minimum, Do Something and Do Maximum scenarios presented in this OBC.

Table 4-3: OBC Sub-Scheme Options

Ref	Prioritised Schemes	Description	Do Nothing	Less Ambitious	PWF	More Ambitious

SE L 1	Selby Park & Selby Station Plaza	Transform the space in front of the station to improve the sense of arrival, with a new public space with seating, lighting, improved accessibility (ramps and other Disability Discrimination Act compliant features) and other design features. Creating a direct pedestrian and cycle route between Selby Abbey, the wider town centre and the Station.	-	-	-	x
SE L2	Station Road enhancements	Making Station Road one-way (northbound) to reduce vehicle dominance and provide space to implement a new southbound contraflow cycle lane and wide footways. Changes to Station Road also include new, signage, wayfinding, the introduction of a 20mph speed limit and realignment / removal of parking.	-	x	x	x
SE L 3	Selby Station Upgrade	Creation of a new Station building which embraces the proposed new station plaza and compliments the listed canopies and bridge. The Station will benefit from improved seating/ waiting, lighting, ticketing machines, information and toilets (including changing place facilities). Cycle storage will be secured from the platform edge and a new storage facility will be introduced on platform 2.	-	x	x	x
SE L 4	Portholme Road Underpass	Creation of a new pedestrian and cycle link beneath Bawtry Road between Portholme Road (including development land to the west), the bus hub and Station. The new link will negate the need to use nearby uncontrolled pedestrian crossings over Bawtry Road.	-	x	x	x
SE 5	Existing Archway – link to Portholme Road*	Utilise the existing archway south of the proposed underpass. Creating a new pedestrian and cycle route through the station car park to Bawtry Road via residential land.	-	-	-	-
SE 6	Selby Bus Hub	The delivery of a new Bus Hub which will encourage multimodal journeys, enhance the facilities and make the space easier to navigate for buses avoiding the need for drivers to reverse near footways (0.25Ha of improvements to Selby Bus Hub). Demolition of 1 building unit (Selby Railway Club and Car Park) to accommodate manoeuvring space, realigned bus stands, new crossing facilities, RTPI, wider footways and future proof the area for the delivery of a new bus hub building.	-	x	x	x

SE L 7	Olympia Park Pedestrian and Cycle Swing Bridge	A new pedestrian and cycle bridge across the Ouse connecting Ousegate, Cowie Drive, Station, the Olympia Park site and the Trans Pennine Trail route north of the Ouse.	-	-	-	x
SE L 8	Ousegate Wharf	Transform the former disused Wharf area into a new public space complementing proposals along Ousegate and the Olympia Park Bridge. Creating a space for people to dwell and enhancing the conservation area.	-	x	x	x
SE L 9	Ousegate	Ousegate to be made one-way northbound from Cowie Drive to allow space for a bi-directional cycle land and segregated cycle provision to and from station road, including the provision of a new footway to the north of the carriageway.	-	x	x	x
SE L 10	Shipyard Road and the Denison Road Bridge	Improve road safety and enhance the pedestrian and cycle environment by introducing a 20mph speed limit on Shipyard Road and other traffic reduction measures including the closure the Denison canal bridge to all vehicles except pedestrians and cyclists.	-	x	x	x
SE L11	Selby Lock Cycle Lane*	New two-way off-road segregated cycle track between Shipyard Road and the Canal and Rivers Trust cycle route at Selby Lock north of the flood wall.	-	-		
SE L 12	Eastern station access and Cowie Drive Car Park	A new eastern station entrance for access to platforms 2/3 from Ousegate and Cowie Drive. Upgrade of existing infrastructure to make it publicly accessible and safe, with ramped station access. New car park with disabled bays and EV charging will replace the loss of parking to the west.	-	-	x	x

*Note: options listed above have been removed from the short list and packaging of options for testing. On the basis that stakeholder acceptability is unknown and will be reviewed following the closure of the public consultation.

Outcomes of MCAT assessment and scoring of the revised scheme options at OBC stage are included in the OAR (**Appendix A**).

In addition to the MCAT exercise, an assessment of the feasibility of the short-listed proposals has been completed by Sisk, commissioned to undertake early contractor engagement activities to evaluate the sub scheme components against programme (time), cost, risk and quality.

Completing this ECI exercise resulted in a greater understanding of the key risks and constraints associated with each sub option and strengthened the packaging of options for testing.

This resulted in a number of workshops to review the scheme design information and indicative scheme package costs. The outcome from these workshops was agreement to take

forward the scheme options under the Do Minimum, Do Something and Do Maximum scenarios to OBC appraisal. This is summarised in **Table 4-5** below.

Recognising programme and the availability of TCF funding as a key project constraint the short list of options was defined to take these into consideration.

The more ambitious option includes all of the interventions shortlisted in the **Table 4-3** above. The package was truly transformational and will link the Station and town Centre to a key strategic development site north of the river Ouse whilst enhancing the existing poor-quality pedestrian and cycle offering over the A19.

The delivery of the Olympia Park Pedestrian and Cycle bridge was selected for assessment under the 'more ambitious' option scenario due to uncertainty concerning the deliverability of the strategic investment site north of the bridge landing, cost and buildability under the TCF programme.

From June 2021, preliminary design progressed, and the scheme was rescoped to demonstrate affordability under the reduced TCF ask (£20m), reduced land requirements and overall programme durations. The station plaza and associated walking and cycling link through Selby Park to the town centre and abbey was re-packaged and presented in the 'more ambitious' option scenario since it was not considered possible to deliver within the original March 2023 completion deadline. If the deadline were to alter then the station plaza would be deliverable. The amendment to the packaging of options is reflected in **Table 4.3** above.

The Station Plaza and associated park link is still recognised as a key strategic regeneration and transport link and will be a catalyst for future investment. NYC (previously SDC) had allocated funding to bring forward this element if it cannot be included in the TCF scheme. The plaza will be delivered alongside the TCF project with additional NYC match monies, this is running concurrently with the Selby Station Gateway FBC.

The OBC Selby Station Gateway preferred way forward remained ambitious but recognises the constraints the Olympia Park Bridge and Station Plaza / Park link were assumed to have on overall deliverability by March 2023 and the higher cost associated with its construction. The preferred Selby Station Gateway scheme remains transformative, and constraints concerning planning approvals, EIA and land acquisition have either been mitigated against or are carefully managed and assessed by the project team on a fortnightly basis. The revised FBC position in relation to the constraints for the Phase 1 TCF project are identified in **Section 6.3** of the management case.

The full optioneering process is outlined in the **Options Assessment Report** has been included in **Appendix A.** Please note, the OAR has been updated to reflect changes to the Phase 1 '*preferred'* and Phase 2 *'Do Maximum'* TCF options. The revised OAR includes details of design changes and the rationale behind descoping of scheme components.

The Table below shows the results of the initial option testing completed at OBC stage (October 2021) and the associated value for money categories.

Table 4-4 OBC Value for Money Assessment Results

		Less Ambitious	Preferred Option	More Ambitious
Present Value of Benefits (£k)	A	£3,909	£1,046	£3,998
Present Value of Costs (£k)	B	£11,585	£10,906	£24,183
Present Value of Other Monetised Impacts (£k)	C	£1,000	£1,000	£5,300
Net Present Value (£k)	(A+C)-B	-£6,676	-£8,859	-£14,885
Benefit to Cost Ratio	(A+C)/B	**0.42**	**0.19**	**0.38**
Value for Money Category		**poor**	**poor**	**poor**

The 'preferred' OBC Option with a core Scenario BCR of 0.19 representing 'poor' value for money position was taken forward for progression through to preliminary / detailed design. The option was recommended for progression to FBC in the context of:

- A robust appraisal process with many scheme benefits under quantified (such as potential efficiencies of signal upgrades), or not quantified (such as cumulative impacts of investment across North Yorkshire and wider economic benefits);
- A stronger case in a number of the sensitivity tests. In particular, the no highway impacts test as fixed demand highway modelling and TUBA approach is likely to be overestimating the potential highway disbenefits; and
- A strong Strategic Case, including need for change, interfaces with other projects and development, and promoting sustainable means of transport at key locations.

Discharge of the OBC Conditions

Following submission of the revised OBC in October 2021, TCF monies were released by WYCA to facilitate detailed design, however, NYC was requested to return to PAT in Autumn 2022 with an interim report to Discharge Conditions attached to the OBC subsequently releasing further development funding for the FBC submission.

These conditions were:

Confirm overall scheme's scope, outputs, benefits alongside impacts on costs and programme based on planning requirements, environmental and heritage impacts, GRIP process, agreements with landowners/ third parties, and findings from on-site surveys.

Confirm affordability & deliverability of the preferred option (eastern station entrance/ Cowie Drive car park) and acceptability from rail industry stakeholders.

Confirm construction methodology conclusion for Portholme Road underpass following surveys including implications on costs, programme, and disruption to traffic on Bawtry Road.

Undertake robust Air Quality, GHG and Noise Impact Assessments focusing on impacts upon sensitive receptors, residential and educational areas, and the existing AQMA and NIA on the A19. Present findings.

Undertake robust Social & Distributional Impact Assessment and present outcomes.

Provide an analysis report with outcomes of the third phase of public consultation on latest designs.

Undertake further analysis to understand and quantify the extent to which specific scheme interventions (implementation of one-way system for part of Ousegate, Station Rd, closure of Denison Bridge to vehicles) individually contribute to changes in traffic flows, GHG emissions, air quality and noise.

If existing count data is available, compare existing Annual Average Daily Traffic against data prior to August 2021 to understand the real-life impacts of closing Denison canal bridge to vehicles.

All six conditions were successfully discharged on 7th October 2022 by WYCA, who released additional £2,135,000 for the development of the scheme to FBC. The results of the Interim Report can be found in **Appendix O**, and where appropriate are presented in the following chapters of the economic dimension.

Since the conditions discharge further changes to the scheme have been made at the detailed design stage, prior to submission of this FBC. This process is detailed in Chapter 6 of this Options Assessment Report.

Revision of the Economic Case at FBC Stage:

Following OBC submission, further work has been undertaken to progress the scheme to the detailed design phase, before the FBC was submitted in December 2023.

During this period, detailed design activities have been undertaken to review and finalise the scheme, based on policy guidance, the robust target cost estimates, and available funding.

The Preferred Selby Station Gateway scheme at FBC stage comprises the following three elements: Selby Station Gateway, Ousegate Active Travel Corridor and Eastern Station Access and Cowie Drive Car Park.

The extent of the scheme has not changed significantly following submission of the OBC. However, due to various constraints, including cost inflation, spending deadlines and the TCF funding cap, some elements of the scheme have been scaled back and/or descoped. Other elements have changed as a result of feedback from stakeholders, the public, and the Combined Authority.

Cost Estimates & Value Engineering:

In Autumn 2023, an updated costing exercise was undertaken which identified that the Preferred Scheme was unaffordable within the available funding as a result of inflationary increases, increased design activities, higher prelim costs and traffic management interdependencies relating to the underpass. A subsequent value engineering exercise was therefore undertaken between August and November 2023 to revisit and adapt the scheme to ensure affordability and deliverability within the funding available.

The value engineering exercise considered all elements of the Preferred Scheme to determine which elements could potentially be descoped or reduced in specification, to provide the necessary cost savings to meet the TCF budget, while retaining user benefits.

The key change to the scheme as a result of the value engineering exercise was the omission of the proposed Railway Station redesign and rebuild. Further on-site survey indicated that the (listed) canopy structure requires major renewal and interdependency with the 1960s building. Network Rail's renewal project was originally planned to commence after the TCF delivery. However, concerns about the extent of mitigating protection has rendered this element

undeliverable by NYC's TCF contractor. The ambition to transform the station remains, and options to deliver this have been explored with Network Rail and TransPennine Express. The resulting agreement for the preferred option is to render and enhance the existing station building façade, funded by North Yorkshire Council.

Further omissions from OBC to FBC include the removal of public realm enhancements on the Ousegate Wharf due to long-term financial liabilities, agreed through the submission of the Post PAT update report to WYCA in September 2022. More recently, following the latest value engineering exercise and to meet available budgetary allowances the following components have been omitted from the scope of the preferred option scenario namely, The Crescent junction crossing enhancements, Bawtry Road pedestrian and cycle underpass, reductions to the extent of works in Selby Parkand a reduced scope design around the canal bridge. More information on this omission is given later in this chapter.

The preferred scheme design has been considered by the council's highways, signals, lighting, economic development and regeneration, and environmental health officers as well as review of national design policies.

Outputs of value engineering: phase 1 & phase 2:

As outlined, the detailed costing exercise demonstrated that the Preferred FBC scheme exceeded available TCF and NYC funding. As such, value engineering work and some descoping were undertaken to bring the project within budget.

The outcome of this value engineering exercise was the development of a 'Phase 1: Preferred Scenario' and a 'Phase 2: More Ambitious Scenario'.

The 'Phase 1' scenario includes the scheme elements that are deliverable within the available TCF budget (plus the Station Plaza which is being delivered by NYC as a complementary scheme), while the 'Phase 2' scenario includes the Phase 1 elements plus the other items that are unaffordable within the TCF budget. The two scenarios are summarised below.

<u>'Preferred' option scenario – Phase 1</u>

At FBC stage, the 'preferred- Phase 1' Selby Station Gateway Scheme comprises the following three elements:

Selby Station Gateway

- External light-touch renovation works to the station façade;
- One-way routing on Station Road (northbound) and provision of a new 200m southbound contraflow cycle lane and wide footways (0.4km of carriageway reconfiguration);
- New signage, wayfinding, and the introduction of a 20mph speed limit on Station Road;
- Realignment and enhancement of the existing bus stopping/ layover area and removal of the need for reversing vehicles (0.25Ha of improvements to Selby Bus Hub). Demolition of 1 building unit (Selby Railway Club and Car Park) to accommodate manoeuvring space, realigned bus stands, new crossing facilities and wider footways;
- Additional tree planting and seating in and around the bus area;
- To complement the TCF proposals NYC will be delivering a new station plaza/ public space in the footprint of the former business centre, which will be demolished to create a new connection between the station and the town centre.

Ousegate Active Travel Corridor

- 20mph speed limit introduced on Shipyard Road and Ousegate;
- A new 240m segregated eastbound cycle lane and a westbound 240m on carriageway cycle lane along Ousegate between Cowie Drive and the A19 Toll Bridge junction;
- A new one-way system between Cowie Drive and Ousegate beneath the existing rail bridge. Includes 0.64km of carriageway downgrades and speed reduction initiatives, associated changes to road markings, speed limits and signage (including enhanced cycle and pedestrian infrastructure);
- The closure of Denison Road Canal Bridge to vehicles to reduce traffic flows along Shipyard Road and Ousegate to encourage cyclists to use the carriageway (designated Trans Pennine Trail, NCN62 and NCN65 routes) safely in accordance with LTN 1/20 as physical segregated infrastructure cannot be accommodated in the space available; and
- Junction reconfiguration/ signal upgrade at the Ousegate/ A19 junction, including two new crossings.
- ASL's have been introduced on the Water Lane and Ousegate arms where sufficient space allows.

Eastern Station Access and Cowie Drive Car Park

- New ramped pedestrian and cycle access to Selby station platforms 2 and 3 at the eastern extent of the station;
- A new 0.18 Ha surface car park on Cowie Drive (including passive EV charging provision and disabled parking provision), with direct access to the rail station off Cowie Drive and Ousegate;
- 0.20km carriageway reconfiguration and associated changes to road markings and signage (including enhanced cycle and pedestrian infrastructure;
- Demolition of 1 building unit: James William House Site (Tando Fabrications) to create the new car park.

'Do Maximum' option scenario – Phase 2

In addition to the Phase 1 'Preferred Option', the FBC also presents a Phase 2 'Do Maximum' scenario, which would only be deliverable should additional funding become available. The following project sub-components have been descoped from the preferred option scenario, with the aim of providing the necessary cost savings to meet the fixed TCF budget, while not compromising areas with greater user benefits. As such the Bawtry Road Pedestrian and Cycle underpass and The Crescent junction crossing enhancements have been selected for delivery under a more costly 'do maximum' option scenario. Components include:

- A new segregated cycle track adjacent to the bus stop and layover facilities, connecting with the Bawtry Road underpass;
- Improved crossing facilities at The Crescent junction; and
- New pedestrian/cycle underpass underneath Bawtry Road connecting Portholme Road with the bus and railway stations.

A series of updates to the appraisal and assessment of two newly formed option scenarios has been undertaken to reflect the revised VfM status.

Should further sources of funding be identified, NYC would welcome to opportunity to deliver the TCF 'do maximum' option scenario and thus has chosen to present both the costs and benefits of both options in the FBC.

A summary of the options considered as part of the OBC is presented in Table 4-5 with the short list of options appraised as part of the FBC presented in Table 4-6.

Detailed design drawings for the Phase 1 Selby TCF Scheme are provided in Appendix B.

Table 4-5: Short List of Options (OBC)

Option	Option Name	Option Description
1	Do Something – Preferred Way Forward	Transformation of Selby Station and the environment around the station, including the enhancements to the provision of sustainable transport infrastructure. The scheme also includes the Ousegate Active Travel corridor, with new and enhanced pedestrian and cycle facilities, the eastern station access and Cowie Drive surface car park. In addition, the scheme provides upgrades to the bus hub facilitates and a new direct walking and cycling link between Portholme Road and the station, through the provision of an underpass beneath Bawtry Road.
2	Do Something - Less Ambitious	Includes the 'preferred' option intervention but excludes the Eastern Station Access and Cowie Drive Surface Car Park should 3rd party landowners object to access amendments.
3	Do Something - More Ambitious	Includes the 'preferred' option interventions with the inclusion of the new Olympia Park Swing Bridge for walking and cycling only and the Station Plaza.
4	Do Nothing/Minimum	Do nothing. Baseline wherein no changes are implemented along the corridor.

Table 4-6 Short List of Options (FBC)

Scenario	Scenario Name	Scenario Description
1	Phase 1 – Preferred Option	Improvements to the façade of Selby Station and the environment around the station, including the enhancements to the provision of sustainable transport infrastructure. The scheme also includes the Ousegate Active Travel corridor, with new and enhanced pedestrian and cycle facilities, the eastern station access and Cowie Drive surface car park.
2	Phase 2	Includes the 'preferred' option intervention with the inclusion of Selby Park improvements, signal junction alterations at the intersection of The Crescent and Bawtry Road and a new underpass to Bawtry Road in vicinity of the bus station.
3	Do Nothing/Minimum	Do Nothing: Baseline wherein no changes are implemented along the corridor. Existing issues

		remain or are made worse by traffic increases caused by local development and wider network growth.

4.2.2 How has the Short List of Options been appraised?

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

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

The approach undertaken largely follows the appraisal carried out in the previous OBC Submission on the 1st April and 1st September 2021, with the proposed re-packaging of the Phase 1 and Phase 2 options and changes to the assumptions within the appraisal to follow the latest TAG guidance (May 2023).

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

- Highway user impacts due to vehicle journey time changes using the Selby Strategic Model (SATURN) and TUBA Software to calculate monetised impacts on highway users;
- Benefits that occur for those who access the station by walking, cycling and bus using a bespoke Rail Access Model (using MOIRA data and outputs from the Active Mode Appraisal Toolkit (AMAT));
- Walking and Cycling benefits using the DFT's AMAT tool (May 2023);
- Accident impacts using CO-BALT and the DfT's Marginal External Cost method;
- Benefits which arise from improvements to public realm using the latest version of the Ambience Benefit Calculator, developed by Transport for London (TfL); and
- Marginal External Cost (MEC) benefits (including decongestion, accident reduction, improved air quality, reduced noise and greenhouse gasses) based on a modal shift from car and a reduction in vehicle kms.

The Phase 1 Selby Station TCF Scheme is illustrated in **Appendix B** and described in Section 4.2.1. The following sensitivity tests will be applied to this proposal:

- Sensitivity Test 1: WYCA CERP scenario;
- Sensitivity Test 2: High Traffic Growth - in line with TAG;
- Sensitivity Test 3: Low Traffic Growth - in line with TAG;
- Sensitivity Test 4: Excluding Highway Impacts;
- Sensitivity Test 5: Zero uplift for cycling and walking users (AMAT & ABC only);
- Sensitivity Test 6: 30-year appraisal period (AMAT & ABC); and
- Sensitivity Test 7: DfT ATF uplift for cycling and walking (AMAT & ABC);

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

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

FBC Update:

As discussed in section 4.2.1, the *Phase 1 TCF scheme* and the desired *Phase 2 TCF Scheme* has been assessed in detail in this Full Business Case and an updated version of the Appraisal Summary Table (AST) has been completed for both Phases 1 and 2. The only differences to the appraisal of the preferred option at FBC and the assessment of the short list at OBC stage are as follows:

- Changes to TAG Databook Values – namely, incorporating May 2023 TAG Databook Value changes into the relevant impact assessments and other updated industry tools such as the DfT's AMAT;
- Changes to the general traffic impact modelling approach - namely, forecast models updated to be in line with latest datasets of TEMPro 8 and National Road Traffic Projections 2022.
- The introduction of the CERP sensitivity scenario. This adjustment is a proportional reduction relative to 2020. This reduction is forecast to be around 15-20% and is likely to be similar to the "behavioural change" scenario CAS scenario. Hence, we propose to undertake the CERP analysis instead of "behavioural change" CAS scenario. CAS will be replicated through the completion of CERP, and High and Low Growth.
- The removal of the assessment of the following impacts from the FBC appraisal to reflect the changes in scheme scope:
    - Active mode journey time savings – no longer assessed as impacts are minimal;
    - Rail station journey quality improvements (in-station facilities) – no longer assessed as station building refurbishment has been omitted from the scope of the TCF project;
    - Bus 'Soft Factor' benefits – no longer assessed as the refurbishment of existing bus stops has been omitted from the scope of the TCF project.
- The removal of a low rail patronage sensitivity test to account for COVID-19 impacts.

These changes to the appraisal have been discussed and agreed with WYCA in advance of the FBC submission.

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

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

The project will help to deliver the SEP Priority Area 4 (Infrastructure for Growth) of the LCR Strategic Economic Plan (2016) by creating additional capacity to enable development and helping to achieve the main LCR SEP principle of 'good growth'. The scheme will support fast-paced economic growth across the Leeds City Region by providing enhanced access to quality public transport infrastructure.

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

The Selby Station Gateway proposals will directly and indirectly contribute towards the delivery of any directly dependent development sites, through the provision of the upgraded site will indirectly make the area more attractive to businesses and residential developers as a result of the transport benefits achieved through its construction. Improvements to public realm will also facilitate indirect inward investment in the area, and/or wider city region.

See **Section 2.1.2** for full details.

Table 4-7 – Summary of Scheme Short List Options Contributions to SEP Headline Indicators

Headline Indicator	Preferred		More Ambitious	
	Direct	Indirect	Direct	Indirect
Jobs created / Safe Guarded		✓		✓
Businesses created /assisted		✓		✓
Commercial floorspace constructed / refurbished	✓		✓	
Learning floorspace constructed / refurbished	N/A			
Additional learner numbers & qualifications	N/A			
Housing units completed		✓		✓
CO_2 reduction potential	✓		✓	

4.3 Preferred Option Testing

Part 2: Appraisal of Transport Schemes

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

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

The ASR for the Selby Station Gateway scheme was submitted to WYCA in December 2020, prior to completing the Outline Business Case. The ASR has been updated to reflect the appraisal methodology used to assess the options presented in this FBC.

The methodologies and assumptions stated within the document have been followed as part of the Selby Station Gateway FBC scheme appraisal. A detailed explanation of modelling and appraisal methodologies are included within the Economic Appraisal Report, included in **Appendix Q**.

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

- Active mode user benefits;
- Urban realm impacts (user benefits);
- Generalised cost savings for rail users;
- Rail industry additional revenue generation;
- Car Parking Revenue impacts;
- Accident impacts;
- Quantified Noise / air quality and carbon benefits;
- Highway user impacts including vehicle journey time changes (time and indirect taxation);
- Operating and maintenance costs; and
- Wider Economic Impacts.

The appraisal criteria and overall approach for the assessment of the Selby Station Gateway scheme is outlined in the table below.

Table 4-8: Assessment Approach

Assessment Element	Key Assumptions
Walking/ cycling benefits	The latest DfT Walking & Cycling Toolkit has been used, including the latest values from the May 2023 release of the Tag Databook. An appraisal period of 60 years as agreed with WYCA. An assessment of diversion by mode will be included. This only captures the benefits for those who walk and cycle as their main mode, to avoid double counting with the rail access model.
Urban Realm user benefits	Using the TfL's Ambience Benefit Calculator, with reduced willingness to pay values based on the median wage difference between London

	(where the WTP values are derived) and Selby. An appraisal period of 20 years as agreed with WYCA.
Rail user benefits (mode shift) from access	A bespoke Rail Access Model (using MOIRA data and outputs from the AMAT & ABC tools) developed at SOBC stage and refined at OBC, to capture benefits for those who access the station by walking and cycling. Passenger Demand Forecasting Handbook (PDFH) guidance on elasticities were used to convert generalised cost changes into new-to-rail demand with associated revenue generated for the rail industry. The appraisal period for this element is 60-year given this is related to active mode infrastructure accessing the station. Appraisal period of 60 years to maintain consistency. Exogenous Rail Growth provided by DfT.
Car Parking Revenue Impact	Using a bespoke spreadsheet, the revenue impact was calculated based on the comparison of the Baseline and Phase 1 option for additional rail car parking spaces (29 net new). Assuming a daily price of £3.90 for TPE car park in the immediate vicinity of the station.
Noise/ air quality, and carbon benefits	The impact of the mode shift generated by the scheme has been quantified in terms of non-user benefits to noise, air quality and greenhouse gasses through standard TAG MEC calculations. WYCA's carbon appraisal tool has been used to support the economic narrative but not to adjust the appraisal.
Accident impacts	COBA-LT has been utilised on links where a change in Average Annual Daily Traffic (AADT) of 10% or above is predicted. Some links were retained with impact slightly below 10% in order to not restrict the impacts of the scheme using control zones. The MEC approach will be applied which will calculate the overall benefit as a consequence of mode shift to bus, rail, walking or cycling.
Highway User Impacts - Vehicle journey time changes (time and VOC/ indirect taxation/GHG impacts)	The existing Selby Traffic Model (STM) has been utilised to model Highway User impacts for both TCF Phases 1 and 2, and sensitivity test scenarios. The model has two forecast years (2024 and 2039) and has three modelled time periods (AM, PM and Inter-Peak). Skim matrices of time and distance, along with forecast trip matrices, will be input into TUBA software to calculate a PVB for road users. Vehicle journey time changes will be captured in TUBA including Greenhouse Gas (GHG), Vehicle Operating Costs (VOCs) and indirect taxation impacts associated with vehicle reassignment. An appraisal period of 60 years will be applied.
Construction and Maintenance /impacts	Construction impacts for Phase 1 have been modelled over a 24-month period in the STM, using the 2024 opening year models and TUBA to monetise the impacts. High construction phasing and durations have been supplied by GT through ECI activities to further ensure robustness of the assessment. Maintenance and operational impacts have been assessed and appraised within the economic case only. Whole life costs are excluded from the TCF funding request to the CA.

The annualisation factor applied within the AMATs for Active Modes is 350 for Ousegate; 350 for Station Road, 350 for the Bawtry Road Underpass. An explanation of how this was determined is included in Section 3.3 of the EAR, which is included within Appendix Q.

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

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

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

Wider Benefits

In addition to the conventional economic analysis, the scheme will also generate wider economic impacts.

Full details of the wider economic impacts are included within the Economic Appraisal Report (EAR) and cover the following:

- Identification of the expected economic impacts and a description of these;
- Justification of why these impacts are expected to occur on the basis of economic theory and guidance as well as context specific evidence;
- Identification of the welfare change associated with these impacts, arising, for example from market failures; and
- Identification and justification of the methods to quantify and value the impacts in line with TAG Unit A2.1 as well as guidance issued by DLUHC and Homes England.

Land Value Uplifts

The proposed improvements at Selby Rail Station will have an impact on land values in the surrounding area. The station will be a gateway and focal point of the town, with the potential to facilitate the development of new housing and new employment sites. As stated in Section 4.3.8, there is strong developer support for the TCF scheme as it will complement the delivery of the new developments in the immediate vicinity of the Gateway.

Research has also proven that station enhancements will increase the value of existing land and properties within certain radii surrounding the station.

Given the scale and characteristics of the improvements at Selby Station Gateway, these will impact positively on both new and existing developments.

In DfT's appraisal guidance13, land value uplift is a recognised economic impact that can be monetised and presented as a 'Level 3' benefit. This means that it can be captured in the Economic Case but not included in the initial BCR. It does, however, form an important part of

[13] WebTAG Unit A2.2, Induced Investment, May 2018

the overall Economic Case as well as the Value for Money (VfM) category and will be a major benefit associated with the station scheme. Based on recent discussions with WYCA's economic analysts, LVU has been monetised is qualitatively assessed in the economic narrative, further evaluated in detail in the switching values analysis.

There will also be land value uplift associated with the office and retail use commercial sites as the station improvements will help unlock the new development sites nearby, including the Selby Business Centre sites, where developers currently will not see the location as an attractive place to invest.

As well as land value uplift associated with these commercial developments, any new employment-related Gross Value Added (GVA)-related impacts will be captured through additionality.

As well as the land value uplift associated with the new development unlocked by station improvements, extensive research[14] in recent years has clearly demonstrated that station improvements (including enhancements so that stations attain 'gateway' status) also generate additional value across existing properties.

Taking Steer's 2018 work on the Local Economic Benefits of Station Improvement, their research found that localised economic benefits are clearest with respect to property price impacts.

Steer also found that the available empirical evidence suggests property price is positively influenced by transport investment (such as investment in station improvements). The "What Works" report from 2015 also collating the results of eleven studies and noted a consensus for increased property prices near improvements for each of the 11 schemes.

The results of the land value and existing property value uplift analysis is reported in section 4.3.8

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

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

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

For motorised users there is anticipated to be disbenefit in terms of lengthened journey times, however, this is to be anticipated given the nature of the scheme and it's fit with national,

[14] The Value of Station Investment - Research on Regenerative Impacts, SDG, November 2011, Local Economic Benefits of Station Investment, SDG, March 2018 and Rail Investment and Land Value Capture Potential - Capture Options and Conclusions, Savills, February 2019

regional and local policy visions and objectives. Through the transformational changes to provision of sustainable and active modes of transport the scheme is anticipated to encourage a modal shift from private car.

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

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

- Active Mode Benefits;
- Public Realm Benefits;
- Rail user benefits (rail access model);
- Car Parking Impacts; and
- Highway user impacts.

Active Mode benefits

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

The appraisal of benefits for cyclists, walkers and rail users accessing the station via active modes covers the following areas, following guidance from TAG unit A5-1 (May 2023):

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

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

Public Realm

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

For the purpose of this appraisal, The Transport for London (TfL) Ambience Benefit Calculator has been used to quantify user benefits associated with improvements to public realm. These 'less tangible' benefits of place-based interventions can be monetised to produce values based on user benefits which are considered on equal terms with conventional time-saving, safety and other benefits.

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

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

The DfT Active Mode Appraisal Toolkit (AMAT) and Ambience Benefit Calculator (ABC) calculate the journey ambience, health and environmental benefits relating to improved infrastructure and attraction to cycling as a main mode. It is used in the appraisal of the cycle routes part of the Selby Station Gateway scheme to derive related benefits from additional walking and cycling activity that the scheme hopes to generate.

Rail user benefits (rail access model)

A WSP-developed bespoke Rail Access spreadsheet Model has been used, informed by the May 2019 MOIRA model, PDFH 6.0 and outputs from the AMATs. MOIRA data from 2019 has been deemed to be appropriate due to the impact of strikes and staff shortages in recent years and COVID prior to that. The model captures the demand changes associated with reduced generalised costs borne to rail users accessing the station using these improved routes using generalised journey time elasticities contained within the PDFH, providing direct journey ambience benefits. As a result, associated revenue generated by new-to-rail users can be appraised. The tool also accounts for marginal external costs savings based on the number of new-to-rail users diverted away for private car and the associated decongestion and environmental benefits using the MECs approach as per TAG Guidance. The methodology is detailed in full in the EAR appended to the FBC.

Car Parking Revenue Impact Spreadsheet Model

A bespoke spreadsheet has been developed to appraise the revenue impact of proposed parking changes at Selby Station – comparing the baseline and Phase 1. The methodology for calculating this impact is described in more detail in the EAR and using the assumptions described in **Table 4-8**.

Highway User Impacts (Selby Transport Model)

The existing Selby Transport Model (STM), a highway-only model, has been utilised to assess the highway impact of the Selby Station Gateway scheme. The traffic impact has been assessed in two forecast year scenarios (2024 and 2039) using the base model year of 2016. The model includes detailed modelling for the highway network in Selby District.

The extent of the modelling is shown in (but not limited to) the figure below.

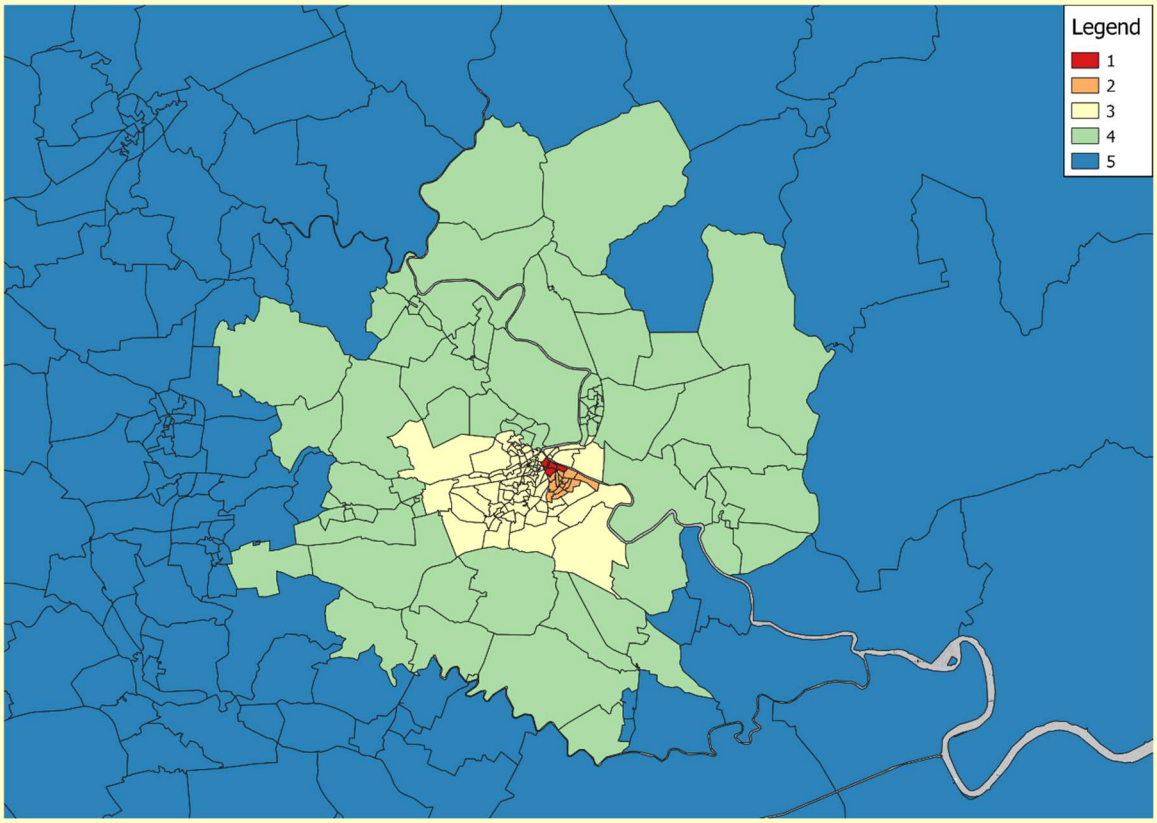


Figure 4-2: Selby Transport Model Extent

This illustrates the five sectors assumed in the modelling where sector 1 is indicative of the scheme extent, sector 2 cover the majority of re-routing, Sector 3 incorporates Selby Town Centre, Sector 4 shows the broad extent of the modelling at a District level and Sector 5 is the remaining Strategic Road network at a UK level.

The model was based on data collected in 2016, this is pre-COVID data, which has been utilised in accordance with specification of WYCA's PMA team. It has been modelled in the peak hours of the AM Peak (08:00:09:00), Inter-Peak Average hour of from (10:00-16:00) and PM peak (17:00-18:00).

The Selby model's hourly periods on an average weekday using the data collected in 2016. Therefore, the highway impacts were annualised to represent a full year of the highway impact.

The transport economic assessment was undertaken using the TUBA (Transport User Benefit Appraisal) v1.9.17 software. The outputs from using the model and TUBA outputs includes highway user journey time impacts by user class (business, commuters and 'other'), greenhouse gas emission impacts and reductions in indirect taxation as a result of reduced mileage for impacted users.

TUBA V1.9.17 incorporates the May 2023 TAG Data Book (v1.21) has been used to assess highway impacts, which includes the impacts of COVID and has been used in the core scenario.

The full range of six user classes were used in the Selby Transport Model and these were disaggregated to reflect the additional sub-categories in TUBA using values in the TAG

Databook, where each user class has a different value of time (VoT), vehicle occupancy and fuel consumption.

The full description of the forecasting methodology is described in the Local Model Validation Report (LMVR) in **Appendix R**.

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

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

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

Cycling and Walking

As part of the appraisal, and as per the OBC methodology, 2026 levels of both walk and cycle demand have been forecasted by analysing a series of existing datasets. These include the following:

- Propensity to Cycle Tool (based on 2011 Census Travel to Work data) – the source of data includes flows on the cycle network between Lower Super Output Areas (LSOAs);
- Manual Classified Count (MCC) at the scheme location (where available);
- TEMPro (a trip end model programme) – the software calculates trips all modes for all Middle Super Output Areas (MSOAs) up to 2050 and was used to apply growth between the trips in 2011 levels to the scheme opening year of 2026; and
- National Travel Survey (NTS) data has been utilised to calculate a ratio factor to get from commuter trips to all purposes

The Propensity to Cycle Tool was also used to capture walking and cycling trips (not accessing the station). The tool is derived from travel to work data contained in the 2011 Census. Demand for the Bawtry Road underpass has been calculated using 2023 walking and cycling count data for Portholme Road adjacent to the location of the new culvert.

Growth factors have been applied to data where necessary by mode and at a Middle Super Output Area level using TEMPro V7.2c.

Rail Users

The approach to demand forecasting pertaining to the rail elements of the scheme included using the DfT's forecasts for demand at Selby Rail Station to capture the total entries and exits. In addition, the Selby Station Survey undertaken in 2016 supported the assessment of travel demand for rail as it captures the proportion of total usage by journey purpose and mode of travel to the station.

Total expected trips using this methodology equates to 656,467, as shown in Table 4-9.

Table 4-9 – Forecasted Annual Demand (2019 levels)

Mode of travel to the station	Total Selby Station Demand
Walk	196,940

Cycle	19,694
Bus	32,823
Car	308,539
Other	98,470
Total	656,467

The above information informed the flows accessing the station to assess the active mode impacts for rail users.

Exogenous growth

Exogenous background growth driven by external factors or influences has been accounted for in the forecasting methodologies for the following demand scenarios.

Active Modes Background Growth:

In line with TAG, using the standard background growth assumptions contained within the AMAT, it is assumed that in the core scenario both walking and cycling trips will grow at 0.75% per year (for 20-years) without the interventions, based on the National Travel Survey Data (2006-2016), the standard AMAT default values.

Rail Background Growth

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

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

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

WYCA's CERP Scenario Background Growth

For the CERP sensitivity scenario, and as agreed with WYCA, background growth assumptions for active travel users have been adjusted for both walking and cycling to reflect the required target metrics for North Yorkshire. These are as follows:

- Walking – 2.27% per year (for 14-years);
- Cycling – 9.48% per year (for 14-years); and
- Rail – 5.14% % per year (for 14-years).

Highway User Demand Forecasting

As described in **Section 4.3.2**, the existing Selby Transport Model (STM) was used to assess the highway impact of the Selby Station Gateway scheme. The traffic impact has been assessed in two forecast year scenarios (2024 and 2039) using the base model year of 2016. To capture the impacts of future developments of the Do Nothing and Do Something

scenarios, and other impacts, such as population growth leading to changes in highway usage includes the following:

- The uncertainty log with buildout per 5 years was provided by the SDC as Local Planning Authority (LPA) and included in the EAR (**Appendix Q).**
- Background growth has been applied to highway trips using NTEM V8, utilising TEMPro.
    - Two different sets of TEMPro factors are required for each of the car user classes; Business, Commuting and Other; including adjusted and unadjusted factors.
    - To uplift the LGV and HGV movements within the model, National Road Traffic Projections (NRTP) 2022 figures have been applied to each of the user classes. This covers all movements at a regional level.
    - These factors are the same for both unadjusted and adjusted TEMPro factors as no goods vehicle trips are included in the developments.

As the TEMPro growth is lower than the committed development growth the future year matrices are not constrained to TEMPro growth.

Further to this fuel and income adjustment factors have been applied at the rates as per TAG unit M4 section 7.4.13.

The scheme across all option scenarios results in a high number of re-assignments as a result of changes to the highway network, to encourage modal shift to sustainable modes of travel. In addition, the provision of the new Cowie Drive car park will generate trips these have been included in the model to account for the additional demand. It is expected that these trips will be in fact offset by the loss in parking elsewhere, therefore, a net zero effect. Nevertheless, these trips have been included to illustrate a conservative pessimistic scenario.

A detailed methodology of the demand forecasting of active modes is included within the EAR (**Appendix Q**).

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

Prior to undertaking the appraisal, engagement with the CA informed the models used as part of the appraisal of the Selby Station Gateway scheme. A variable demand model was not deemed proportionate to the scheme type and size of investment, in accordance with the conclusion of these discussions with the CA, as a result a fixed demand model was used alongside the marginal external cost analysis arising from model shift to active and sustainable modes of transport. This is likely to understate the level of modal shift and the associated health, business and congestion benefits, among others.

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

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

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

Similarly, the WebTAG toolkit, utilising guidance in TAG unit A5-1, has been applied to estimate the uplift in cycling and walking as a result of additional infrastructure.

The cycle and walking demand impact of the proposed the Selby Station Gateway scheme has been estimated using comparative studies, as outlined in TAG A5.1 (Active Mode Appraisal – May 2023). The results of the desk-based study of similar and relevant existing scheme performances assumes an uplift of 20% for cyclists along Ousegate and 19% for cyclists along Station Road. The forecast pedestrian demand impact used the same method and estimated a 30% uplift for pedestrians travelling along Ousegate and 30% uplift for pedestrians travelling along Station Road. The detailed comparative study is described in the EAR (**Appendix Q**). The demand uplift associated the Bawtry Road Underpass (Phase 2 option scenario only) has been calculated using the ATF uplift tool and is forecast to be 41% for cyclists and 19% for pedestrians.

New user benefits are calculated using the rule-of-a-half method.

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

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

The approach to determining the present value monetised benefits of the scheme was developed in line with TAG guidance, principles and values. This has therefore been developed in line with TAG guidance, principles and latest TAG Databook values.

The key appraisal methodologies are described in the ASR (**Appendix P**) and are summarised above in section 4.3.1:

- Appraisal period of ranging from 20 to 60 years, reflecting the typical lifespan of the assets and the scale of the scheme;
- Full scheme opening by October 2026 (Phase 1 only) with no phased implementation;
- Discounting to 2010 values; and
- Tax correction factor of 1.19 applied.

This section details and describes the results of the assessments obtained from the above approaches in turn. The section describes the key patterns, and underlying rationale for the benefits, in line with the EAR (**Appendix Q**).

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

TEE, PA and AMCB tables are presented supporting this in **Appendix S,** with an AST presented for each option in **Appendix T**.

Level 1 monetised impacts of the Selby Station Gateway have been calculated using the following methodologies and are described below:

- Active Mode Appraisal;
- Urban Realm Benefits;
- Rail user benefits; and
- Highway user impacts.

Active Mode & Urban Realm benefits

The appraisal of benefits for cyclists and walkers has covered the following areas, following guidance from TAG unit A5-1 (May 2023):

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

The opening year for the appraisal has been assumed to be 2026, and a 60-year appraisal period has been used, following WebTAG guidance examples for active mode schemes.

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

The predicted active mode benefits for each scenario are shown below:

Table 4-10: Active Mode User Impacts (£s)

Economic Benefit	Phase 1	Phase 2
Congestion benefit	£217,118	£238,971
Infrastructure * Applied as a negative cost	-£4,474	-£4,924
Accident	£36,682	£40,374
Local Air Quality	£1,888	£2,078
Noise	£1,963	£2,161
Greenhouse Gases	£43,443	£47,815
Reduced risk of premature death (including Absenteeism)	£16,094,411	£16,831,315
Journey Ambience	£664,128	£693,929
Wider Public Finances (Indirect Taxation Revenues)	-£12,263	-£13,497
TOTAL	**£17,059,634**	**£17,856,643**

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

The total combined benefit for Phase 1 is £17.06m and £17.86m for Phase 1 + 2.

Public Realm User Benefits

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

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

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

Table 4-11 – Public Realm User Benefits (£s)

Economic Benefit	Phase 1	Phase 2
User Benefits (journey quality)	**£4,407,409**	**£4,407,409**

The above benefits are calculated over a 20-year appraisal period.

There is a total combined benefit for Phase 1 of **£21.47m** and £22.26m for Phase 1 + 2 in 2010 prices and values.

Rail User Benefits Ambience and Rail Revenue

Using the rail access model, the impact to journey quality and journey times for rail users accessing the station via active modes has been captured.

The benefits associated with public realm improvements along the gateway have been rebased to 2010 values and prices.

The user benefits are as follows:

Table 4-12 – Rail User Impacts (£s)

Economic Benefit	Phase 1	Phase 2
Station Access User Benefits – Journey Ambience	£2,634,976	£2,643,155
Revenue Impact to the rail industry (Negative Cost)	£1,047,581	£1,050,170
Marginal External Costs (Total)	£183,608	£184,245
TOTAL (excluding rail revenue)	**£2,818,584**	**£2,827,400**

The revenue impact of the scheme is borne to the rail industry and is therefore treated as a negative cost to the public purse.

These is a total benefit of £2.82m for Phase 1 and £2.83m for Phase 1 + 2 (excluding rail revenue).

Rail User Benefits - Marginal External Costs

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

Table 4-13 – Rail User Impacts - MEC (£s)		
Economic Benefit	Phase 1	Phase 2
Infrastructure *negative cost	-£3,482	-£3,492
Congestion	£112,093	£112,543
Accident	£26,467	£26,547
Local Air Quality	£1,508	£1,513
Noise	£1,418	£1,423
Greenhouse Gases	£42,121	£42,219
Indirect Taxation	£217	-£192
TOTAL MEC	£183,608	£184,245

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

The total combined benefit for Phase 1 is £0.18m and £0.18m for Phase 1 + 2.

Car Parking Revenue

The preferred Selby Station Gateway scheme will reduce NR station parking to the west of the station and reallocate spaces to the east at Cowie Drive. This is described in the Car Parking Technical Note (**Appendix U**) and in the Management Case **Section 6.2** in further detail. As a result, the scheme will involve changes in station revenue impacts and associated operating costs. The table below shows the revenue impact.

Table 4-14 – Car Parking Revenue (£s)		
Economic Benefit	Phase 1	Phase 2
Car Park Revenue Impact (Network Rail) *	**£754,676**	**£754,676**

** Applied as a negative cost*

The total combined revenue cost benefit for Phase 1 is £0.75m and £0.75m for Phase 1 + 2.

Highway User Impacts

Due to the reallocation of road space to active modes along Ousegate, Water Lane, Station Road and Denison Bridge there will be resultant dis-benefits for private motor vehicles – causing re-routing towards the A1041 Bawtry Road.

TUBA (1.19.17) has been used to calculate the PVB for road users over the 60-year appraisal period. The highway user impacts are based on the economic file Economics_TAG_db1_21. **Table 4-15** below indicates the highway user impact disbenefits for the three options.

Table 4-15 – Highway User Impacts – Benefits / Disbenefits (£s)

Economic Benefit	Phase 1	Phase 2
Consumer User (Commute)	-£3,692,802	-£3,805,631
Consumer User (Other)	-£11,761,617	-£12,367,423
Business User and Provider	-£3,670,472	-£3,930,840
Accidents (COBA-LT)	-£670,211	-£732,000
Indirect Tax Revenue	£715,350	£559,375
Greenhouse Gases	-£950,000	-£925,000
Total	**-£20,029,752**	**-£21,201,519**

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

Total combined dis-benefit of **-£20.03m** for Phase 1 and **-£21.20m** for Phase 1+2 including MEC benefits (indirect tax revenue and greenhouse gases).

Construction Impacts

The construction impact is expected to result in a **-£325,956** (2010 prices and values) monetary impact to highway users, of which -£250,268 is in attributed to travel time impacts on highway users.

Table 4-16 – Construction Impacts (£s)

Scenario	**PVB (£s)**
Construction Phase 1 (Crescent Street & Denison Road 1)	-£121,448
Construction Phase 2 (Cowie Drive)	-£49,023
Construction Phase 3 (Ousegate Junction & Denison Road 2)	-£155,486
Total	**-£325,956**

Summary of Monetised Benefits

Each of the monetised benefits streams for each option has been drawn upon and summarised in **Table 4-17** below. These are used to produce the initial BCR for the scheme.

Table 4-17 – Summary of Monetised Benefits

	Phase 1	Phase 2
Noise	£17,479	£17,681
Local Air Quality	-£393,084	-£392,890
Greenhouse Gases	-£884,436	-£854,965
Journey Quality	£7,706,513	£7,744,494
Physical Activity	£16,094,411	£16,831,315
Accidents	-£607,062	-£665,079
Economic Efficiency: Consumer Users (Commuting)	-£3,688,358	-£3,796,783
Economic Efficiency: Consumer Users (Other)	-£11,725,351	-£12,314,296
Economic Efficiency: Business Users and Providers	-£3,710,024	-£3,969,355
Wider Public Finances (Indirect Taxation Revenues)	£724,967	£567,783
Total	**£3,535,056**	**£3,167,905**

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

Construction Costs have been estimated by GT are presented in a detailed bill of quantities derived from the detailed design drawings based on unit rates and a set of indirect uplifts.

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

- Capital costs are construction costs, land costs, preparation costs (planning and designing the scheme) and supervision costs during the scheme construction.
- Operating costs are the cost of people, machinery and materials required to operate proposed new infrastructure.
- Maintenance costs are the costs of maintaining the scheme.

A detailed breakdown of the capital costs included in each option can be found in **Section 5.1** of this FBC in the Financial Case, and **Appendix V.**

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

Capital Costs

Estimated scheme outturn costs (Capital Costs) in real prices for Phase 1 are £19.35m in Q4 2023/24 prices and £25.59m for Phase 2. This cost excludes risk, inflation, sunk project development costs and non-construction council costs.

A detailed breakdown of the capital costs in 2023 prices can be found in section 5.1 of this FBC in the Financial Case, and Appendix V.

Adjustment for Optimism Bias

Optimism bias refers to the tendency for scheme promoters to be overly optimistic about scheme costs. The latest update to DfT TAG Unit A1.2 sets out that optimism bias is only applicable to the economic case. The function of optimism bias adjustments is to confirm that the economic case remains robust if historically observed cost overrun were to be repeated and are generally higher where the cost estimate is immature, i.e., when there are significant elements of the project that are not defined or understood, and/or when there is evidence that the QRA is systematically underestimating costs.

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

TAG Unit A1-2 indicates that the recommended OB for highway interventions and general transportation is 21% at FBC Stage. This is applicable for all scheme elements. In this instance OB exceeds the current QRA risk value and has therefore been used in the calculation of the PVC.

Re-basing

In line with TAG Guidance, cost impacts should be rebased to 2010 prices to ensure consistency between benefits and costs.

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

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

- 100 (at 2010) / 133.30 (at 2023)

Discounting

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

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

The Dewsbury - Cleckheaton Sustainable Travel Corridor scheme cost estimates have been discounted to DfT base year present value, at 2010, using rates from TAG Databook (May 2023).

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

Market Prices

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

Total Infrastructure costs for Phase 1 are £**12.23m** and **£16.14m** for Phase 2.

Maintenance / Operational Costs

A similar process was followed to calculate the operational and maintenance costs as part of the appraisal.

For the Phase 1 scenario, the following maintenance items have been considered and the total commuted sum of maintenance and operation of each element have been presented in each scenario by category below.

- Traffic Signal Junction – (Typical of a 4-Arm Crossroads);
- Toucan Crossing;
- Combined Kerb / Drainage Units (Beaney Blocks), Slot-Drains / ACO Drains;
- Drainage Gully;
- Oil Separator;
- Attenuation Tanks;
- Flow Control Devices;
- Permeable Paving;
- Speed Table;
- Speed Hump;
- Street Lighting Columns;
- Carriageway as part of a Highway Agreement as 'Additional width';
- Parking operation;
- Soft Landscaping (Shrubs); and
- Trees.

The total net impact of operating and maintenance costs of the scheme equates to over **£1.10m** in 2010/11 prices and values across a 60-year appraisal for Phase 1. This cost has been applied to both option scenarios.

MEC Infrastructure Impacts

There are some infrastructure cost savings generated with the Selby TCF scheme implementation. The AMAT and RAM captures over -£7,956 of infrastructure benefits for Phase 1 and -£8,416 for Phase 2 due to the reduced vehicle kilometres travelled, which will reduce the impacts on infrastructure due to the mode shift from car to active travel and rail. As these are cost savings, they are accounted for as a negative cost.

Table 4-18 summarises the breakdown of the monetised costs for each option, using the method discussed above.

Rail industry revenue generation

The modest new-to-rail demand at Selby Rail Station generated by the scheme brings new fares revenue for the rail industry. The total net impact of rail revenue generation from the scheme equates to £1.80m in 2010/11 prices and values across a 60-year appraisal for Phase 1 and £1.80m for Phase 2.

The revenue impact to the rail industry as a result of the scheme is reported in the estimation of costs, given this is considered a negative cost in the Appraisal Summary Table.

Present Value of Costs

The Present Value of Costs (PVC) for Phase 1 is £11.53m and £15.4m for Phase 2. This has been calculated and presented in Table 4-18, noting that the infrastructure cost saving calculated through the active mode appraisal has been included here.

Table 4-18 – Breakdown of Monetised Costs

	Phase 1	Phase 2
Outturn (excluding risk)	£19,352,137	£25,590,119
Real Prices (2023)	£19,067,529	£25,183,292
Risk adjusted costs	£19,067,529	£25,183,292
Total with OB applied	£23,071,710	£30,471,783
Deflated	£17,226,277	£22,751,473
Discounted	£10,280,158	£13,564,712
Capital Costs (2010 market prices and values)	£12,233,388	£16,142,007
Maintenance Cost (60-years)	£1,095,083	£1,095,083
Net New-to-Rail Revenue Impact (60-years)	-£1,047,581	-£1,050,171
Car Parking Revenue Impact (60-years)	-£754,676.14	-£754,676.14
MEC Infrastructure Impacts	-£7,956	-£8,416
Present Value of Costs	**£11,518,257**	**£15,423,827**

4.3.7 How is uncertainty in the appraisal dealt with?

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

The following uncertainties have been tested:

- Sensitivity Test 1: CERP
- Sensitivity Test 2: High Traffic Growth - in line with TAG; and
- Sensitivity Test 3: Low Traffic Growth - in line with TAG.
- Sensitivity Test 4: Excluding Highway Impacts;
- Sensitivity Test 5: Zero uplift for cycling and walking users (AMAT & ABC only);
- Sensitivity Test 6: 30-year appraisal period (AMAT & ABC);

- Sensitivity Test 7: DfT ATF uplift for cycling and walking (AMAT & ABC);

CERP

The Carbon Emissions Reduction Pathways (CERP) balanced sensitivity test was used to determine what steps are needed to create a net zero carbon economy in North Yorkshire, and namely the associated background growth in active modes and public transport required to address the climate emergency, meet the region's target and reduce the emissions. Based on the required background mode shift requirements to meet CA targets, revised growth rates for each mode were calculated to determine the CERP balanced background growth value. Table 4-19 presents the results from the sensitivity test.

Table 4-19 – CERP Sensitivity Test (£000s)

	Core Scenario	CERP
PVB	£3,535,056	£21,713,897
PVC	£11,518,257	£10,857,900
NPV	-£7,983,201	£10,855,997
BCR	**0.31**	**2.00**

Highway user sensitivities:

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

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

The results of the sensitivity tests show that the results of these sensitivities and the impact on the BCR and scheme value for money is presented in Table 4-20 below.

Table 4-20 – Highway User Benefit Sensitivity Test (£000s)

	Core Scenario	Excl. Highway Impacts (Test 4)	High Traffic Growth (Test 2)	Low Traffic Growth (Test 3)
PVB	£3,535,056	£23,917,378	-£12,750,975	£6,475,483
PVC	£11,518,257	£11,518,257	£11,526,213	£11,526,213
NPV	-£7,983,201	£12,399,121	-£24,277,188	-£5,050,730
BCR	**0.31**	**2.08**	**-1.11**	**0.56**

Details regarding assumptions and inputs for modelling the common analytical scenarios (CAS) for the FBC are concluded in the EAR. The introduction of the CERP sensitivity scenario. This adjustment is a proportional reduction relative to 2020. This reduction is forecast to be around 15-20% and is likely to be similar to the "behavioural change" scenario CAS scenario. Hence, we propose to undertake the CERP analysis instead of "behavioural change" CAS scenario. CAS will be replicated through the completion of CERP, and High and Low Growth.

Active mode sensitivities:

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

Assumptions in the sensitivity analysis assume a higher and lower uptake of cycling following the infrastructural improvements to the Selby Station Gateway. This evidence is derived using the DfT's Emergency Active Travel Fund Demand Uplift tool for the high growth Scenario and assuming a zero uplift in walking and cycling demand for the low growth scenario, as outlined in WebTAG A5.1 (Active Mode Appraisal – May 2023). The results are presented in the table below.

Zero Cycle Uplift & ATF Uplift

The scenario results are based on specific estimates of future levels of cycle and walking demand using the new infrastructure.

This provided Active Mode User benefits of **£16.97m** and **£5.09m** for the DfT uplift tool growth and zero growth, respectively. The comparable benefits in the core scenario equate to **£21.5m.**

The results of the sensitivity tests show that the results of these sensitivities and the impact on the BCR and scheme value for money is presented in **Table 4-21** below.

Table 4-21 – Active Mode: Growth Sensitivity Tests (£000s)

	Core Scenario	Zero Cycle Uplift	ATF uplift tool
PVB	£3,535,056	-£12,830,803	-£959,486
PVC	£11,518,257	£11,522,731	£11,519,451
NPV	-£7,983,201	-£24,353,534	-£12,478,937
BCR	**0.31**	-1.11	-0.08

30 Year Appraisal Periods

A further sensitivity test also includes the relaxation of the assumption surrounding the years in which the scheme will be beneficial (appraisal period). A 30-year appraisal has also been undertaken as a sensitivity test against the assumption of 60-years for a number of elements. The Table below shows the impact on user benefits.

Sensitivity test for a 30-year appraisal were undertaken against the assumption of a 60-year appraisal used for the core scenario. In line with these changes of the appraisal period, the

active mode elements were accordingly appraised based on 30-year appraisal period. Table 4-22 reports the change in benefits based on these sensitivity tests.

Table 4-22 - 30 Year Appraisal Periods Sensitivity Tests (£000s)

	Core Scenario	30-year Appraisal Period
PVB	£3,535,056	-£4,561,302
PVC	£11,526,213	£11,520,204
NPV	-£7,991,157	-£16,081,506
BCR	**0.31**	-0.40

4.3.8 Are there any Wider Scheme Benefits?

The proposed improvements at Selby station will have a positive impact on land values in the surrounding area. As well as the station improvements, Selby offers excellent rail connectivity to London, York, Hull and Leeds as well as other destinations in the region. This means that not only will the station be a gateway and focal point in the area but also that the excellent rail connectivity it offers will help facilitate new housing and employment sites.

Research has also proven that enhancements to the station and its environment will increase the value of existing land and properties within certain radii surrounding stations.

TAG Unit A2.1 sets out the overall guidance for appraising the wider economic impacts of a transport scheme whilst TAG Unit A2.2 (covering 'Induced Investment'), DLUHC's Appraisal Guide and Homes England's Additionality Guide set out how certain proportions of land value gain associated with unlocked developments (housing and commercial) can be attributed to an intervention. In this case, the intervention refers to the various proposals associated with the Selby TCF scheme.

Unlike a conventional road scheme where road traffic model sensitivity tests can be undertaken to demonstrate the extent of dependent development (as set out in TAG A2.2), the TCF scheme principally comprises new/upgraded active mode (walking and cycling) routes that will provide enhanced connectivity to selected new housing, commercial and mixed use developments adjacent to or within 900m of the Selby Station Gateway scheme. Traditional methods used to demonstrate dependency are unable to fully assess the impacts due to the nature of the intervention and the limitations of the available tools. If unaccounted for, the benefits of the intervention would be understated, and transformative sustainable travel schemes not fairly compared. The approach to determining additionality and calculated Land Value Uplift is defined below.

Land Value Uplift

Based on extensive discussions with the Economic and Regeneration team at Selby District Council, new employment/ mixed-use regeneration sites in the town (where there is

dependency of the sites on the station scheme) have been identified, namely, now only at Selby Plaza.

To quantify these land value uplift benefits, the principles of additionality as set out in DLUHC's Appraisal Guide have been followed. Additionality covers the extent to which an economic benefit (e.g. land value uplift) can be attributed to an intervention. Additionality takes account of the extent the positive outcome will happen regardless of whether the intervention goes ahead or not. This is termed 'deadweight' in additionality guidance whilst the extent to which the outcome will simply be displaced from elsewhere is referred to as 'displacement'. Both deadweight and displacement are therefore taken account when the additionality proportions have been selected. This is discussed in more detail below.

In the vicinity of Selby station, the following major developments are proposed:

- Redevelopment of the former **Selby Business Centre Northern site**. This will comprise circa 6,300 square feet of probable use class E (office use) as well as food and drink outlets. The development will be complete within five years of the TCF scheme going ahead;
- Redevelopment of the former **Selby Business Centre Southern site**. This will comprise circa 21,500 square feet of probable use class E (office) as well as food and drink outlets. There will also be possible C2/C1 use. The development will be complete within five years of the TCF scheme going ahead;

The viability of these development sites is being challenged, however, by a lack of suitable infrastructure to unlock the proposals.

The station improvements will also help unlock the new development as without the improvements, there is a strong likelihood that developers will not see the location as such an attractive place to inward nor indeed in the timescales that the Council and local community envisages.

The additionality assumptions were agreed following extensive discussions with Selby District Council's economic and regeneration team as well as the Council's planning team to obtained robust and realistic information on the level of dependency on the TCF scheme.

The new commercial development will generate land value uplift for Phase 1 and Phase 1+2 options with a value of around £0.1 million (expressed in 2010 prices, Present Value (PV) and market prices (MP), as per DfT guidance). This monetised benefit has been excluded from the BCR and Adjusted BCR calculations for both options, but is quantified as a monetary benefit in the economic narrative.

Impact on Existing Property Values

Extensive research in recent years has demonstrated that station improvements (especially enhancements to 'gateway' standards) also generate additional value across existing properties. Specific examples include the impact on house prices near Crossrail stations in London where prices have increased by 31% even before the new line opens. For the Sheffield Station Gateway programme, the improvements generated inward investment of £74 million to the station area.

Since residential property prices near to stations tend to have the highest value (and decrease with distance from the station), the impacts considered here are based on TfL research whereby there is:

- A 10% premium on property values within 500 metres of the station; and
- 2.5% premium on property values at distances of between 500 and 1,500 metres from the station.

Based on the number of households within these radii surrounding Selby station (taken from Experian data) and using up to date average property values (December 2023) Land Registry Values) in the town, it has been possible to calculate the likely increase in existing property values. These are as follows:

- Within 500 metres: circa £5.1 million; and
- 500 to 1,500 metres distance: circa £13.1 million.

These values are presented in DfT-compliant 2010 prices representing present value and market prices.

Although the impacts on existing property values are not included in scheme BCRs, they nevertheless provide further evidence as to how transformational station improvements (and related works) can have significant local economic impacts.

4.3.9 Are there any Low Carbon and Environmental Scheme Benefits?

A summary of the environmental appraisal is shown below. The environmental impact WebTAG worksheets have been updated prior to the submission of the FBC and take into account the latest scheme changes. The worksheets are included in **Appendix W**.

Low Carbon Benefits

In addition to the standard environmental appraisal, a climate change assessment to quantify the likely Greenhouse Gas Emissions impact has been included. This quantified assessment has been prepared in accordance with WYCA's Carbon Impact Assessment guidance and industry standard methodologies and results and methodology are reported in WYCA's CIA proforma and WSP's Carbon Zero Appraisal Framework (Appendix D).

As described in detail in the Strategic Case, the provision of new pedestrian, cycling, bus and rail infrastructure is expected to encourage a modal-shift to active and shared modes, thereby avoiding trips that would otherwise have occurred by private vehicle, tackling the Climate Emergency.

The tool demonstrates, in the Phase 1, the modal shift from car to active and shared modes to have a modest impact on carbon reductions and contribution towards the WYCA's target of net zero by 2038. The scheme is forecast to remove 23 million car kms over the 60-year appraisal period, with an associated reduction in carbon emissions of approximately 1,393 tCO2e in the same period. This however is offset by the adverse impact associated with disbenefits to general traffic (re-routing due to the downgrade of Denison Bridge and associated congestion on main roads) leading to an increase in greenhouse gas emissions in modelled years of approx. +27,750 tCO2e over 60 years. When also considering embodied carbon from construction and changes in carbon sequestration from trees, this appraisal under a 'business as usual' scenario predicts the scheme would increase greenhouse gas emissions by nearly 30,000 tCO2e.

Given the evidence from the recent closure of Denison Bridge and known limitations of the modelling in capturing resulting modal-shift for short distance trips, it is expected that in reality the carbon impacts from traffic changes will be significantly less. Assuming a reduced scale of

traffic disbenefit impact however the scheme is considered likely to still cause a net increase in carbon emissions under business as usual assumptions, driven by embodied carbon and traffic disbenefits which this appraisal suggests will outweigh carbon reduction from modal-shift and tree planting.

The appraisal referenced above quantifies the carbon impact of the scheme in-isolation, whereas in reality the transformational nature of the scheme has potential to generate greater carbon savings from additional growth it supports in Selby. Provision of improved active and shared transport infrastructure (rail and bus) is likely to support trips generated by this new growth taking place using active or shared modes as opposed to private car. Such additional, in-combination modal-shift is not captured within the appraisal.

Under a low-carbon future as defined in WYCA's Carbon Emission Reduction Pathway (CERP) 'balanced' scenario the scheme's carbon impact is significantly reduced. As outlined in Appendix D, accelerated Zero Emission Vehicle (ZEV) uptake and behaviour change carbon savings from modal-shift increase to 1,578 tCO2e over 60 years while the carbon impact from traffic disbenefits reduces to +14,073 tCO2e over 60 years. Assuming embodied and carbon sequestration impacts remain the same, a net increase in carbon emissions under the CERP scenario is still anticipated but to a lesser extent. This estimation still accounts for modelled traffic rerouting impacts that are considered to be exaggerated. Accounting for this, it is considered likely that the minor level of carbon impact reported under CERP assumptions will in reality be reduced to a level at which the scheme results in a net carbon reduction.

The whole-life carbon estimate prepared has been monetised in DfT's TAG GHG workbook and included in the BCR and VfM as part of the Economic Case.

Environmental

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

The appraisal considers the following aspects:

- Noise (monetised from model outputs in line with guidance in TAG Unit A3, MEC impacts, plus qualitative narrative on overall impacts and on key receptors);
- Air quality (monetised from model outputs in line with guidance in TAG Unit A3, monetised from MEC impacts, plus qualitative narrative on overall impacts and on key receptors);
- Greenhouse gases (monetised from MEC and highway impacts, plus qualitative narrative on overall impacts and on key receptors);
- Landscape (qualitative);
- Townscape (qualitative);
- Historic Environment (qualitative);
- Biodiversity (qualitative); and
- Water environment (qualitative).

The expected environmental impacts are summarised in Table 4-23.

Table 4-23 – Environmental Appraisal Summary		
Impact	**Summary of Key Impacts**	**7 Point Scale**
1. Noise	The Noise Assessment Workbook has been completed for the Selby Station Gateway scheme, in conjunction with guidance given in TAG Unit A3. The assessment captured the anticipated noise impacts associated with the scheme for the 2024 Opening Year and 2039 Forecast Year. A full breakdown of the results is provided in Appendix W. Below provides a summary of the key outputs. Overall, the assessment has indicated that the scheme results in a beneficial noise impact. Road traffic noise levels are predicted to decrease in the area as a result of the proposed scheme, in both the Opening Year (2024) and Forecast Year (2039). The greatest noise decreases predominantly occur on Ousegate. These reductions are due to a reduction in traffic flow resulting from the road becoming one-way as part of the proposed scheme. A slight reduction in speed is also expected due to traffic calming measures which are to be implemented. Noise level decreases are also predicted on Shipyard Road. These reductions are due to a reduction in traffic flow resulting from the proposed closure of the Denison Road bridge. The greatest noise increases predominantly occur in proximity to Petre Avenue, Parkin Avenue, Barwick Close and Lowther Drive. These increases are due to changes in traffic flow associated with rerouting of traffic as a result of the closure of the existing road bridge over the canal at Denison Road / Canal Road. Despite this, an overall beneficial noise impact is expected as a result of the scheme. The net benefit for the changes in noise is £14,098.	N/A for Social Distributional Impact: Moderate Adverse for 20-40% quintile, neutral for all other income quintiles and social/user groups.
2. Air quality	In total, there are 5,716 sensitive receptor locations identified in the air quality study area, with an estimated population of 21,775, based on the mid-2020 population estimates for each Lower Level Super Output Area (LLSOA) . The study area was defined based on guidance given in the Design Manual for Roads and Bridges LA 105 . Further information is provided in the AQ DI Screening Assessment Report (Appendix X). The assessment considered the air quality impacts of the proposed scheme in the 2024 Opening Year and 2039 Design Year. A full breakdown of the results is presented in Appendix W. Traffic modelling has been used to understand likely changes in traffic flows which may have the potential to change emissions levels. Although an overall adverse result, the AQ modelling impacts for NO2 and PM2.5 are predicted to be negligible for all properties. It should also be noted that predicted AADT changes at this time do not account for the Proposed Scheme's potential to encourage a modal-shift from single passenger vehicles to sustainable public transport (bus and rail) and active transport (cycling and walking) modes. This modal shift would reduce overall traffic volumes in Selby. Furthermore, the impact of vehicle exhaust emissions on air quality will likely be reduced through changes to traffic signals on the A19 that seek to smooth traffic flows and reduce congestion; thereby reducing stop-start traffic and reducing	Adverse overall in opening year and design year.

	negative impacts associated with exhaust fumes from idling vehicles. Overall, a Slight Adverse impact is anticipated given the potential increase in air pollution emissions within Selby. The net disbenefit for the changes in air quality is -£396,880	
3. Greenhouse gases	Over the scheme lifetime it is predicted that increased emissions from embodied carbon, tree loss and traffic flow changes will outweigh operational benefits from modal-shift. The most notable impact is anticipated to arise from changes to traffic flows due to the implementation of one-way road systems and space taken to accommodate new pedestrian / cycle infrastructure which will reduce vehicular capacity, increase traffic rerouting and subsequently result in longer vehicle journey times.	Slight Adverse
4. Landscape	Due to the location of the Scheme, it is considered that the nature of impacts relates to townscape only, and that no effects on the wider landscape of Selby will occur.	Neutral
5. Townscape	The design of the Proposed Scheme has been developed with the intention of enhancing the layout of the townscape surrounding Selby Station in order to improve connectivity between the station and town centre. The Proposed Scheme provides an opportunity to enhance the townscape through new and enhanced public realm including the creation of a new public space at the Wharf. Significant improvements to human interaction are anticipated through upgraded pedestrian routes, new cycleways along Ousegate. These measures are likely to result in significant improvements to connectivity and safety for cyclists / pedestrians within the town centre; they will also likely help encourage a greater uptake of journeys made by active modes of transport opposed to private vehicles. This in turn will reduce general traffic throughout the gateway subsequently benefiting the appearance of the townscape and context of cultural heritage assets, including Selby Abbey and the Railway Goods Shed. The demolition of Selby Railway Club and James William House are considered to have a beneficial impact on the townscape, through the removal of late-20th century metal-clad warehouse buildings which do not fit within the character of the Conservation Area. A few trees will be removed within the Park and along the banks of the Ouse, however, extensive tree planting is proposed as part of the Scheme. As such, the scheme is considered to have beneficial impacts on the layout, density, human interaction, appearance and land use of the townscape.	Moderate Beneficial
6. Heritage	Selby Conservation Area covers a large portion of the Site boundary, this includes the majority of Selby Railway Station improvements and Ousegate highway and public realm improvements across the Gateway area. The designated heritage assets within 250m of the current red line boundary consists of 85 Listed Buildings, including the Grade II Listed Selby Railway Station building, Station Houses and Railway Goods Shed, Railway Swing Bridge and the Grade I Listed Selby Abbey, all of which fall within or directly adjacent to the Site boundary. Furthermore, The Abboth's Staithes Scheduled Monument lies approximately 140m northwest of the Proposed Scheme. The Proposed Scheme is anticipated to have direct impacts on designated heritage assets. Partial or full demolition will be required of the brick walls at the entrance of Cowie Drive that form part of the curtilage of the Grade II listed 'Jolly Sailor Inn' (now 'The Malt Shovel' and Grade II listed 'Railway Goods Shed (Former Railway Station') (now Viking Shipping). However, from reviews of historic mapping, this brick wall looks to be a 20th century addition to these 19th century listed buildings, and therefore while the proposed partial or complete loss of these brick	Moderate Beneficial

	walls is anticipated to have an adverse impact on the survival and form of this particular feature, it is unlikely to comprise substantial harm to the integrity of the original listed structures. Furthermore, direct impacts are required to the Grade II listed eastern station buildings in order to create access from the proposed new Cowie Drive car park, although no direct impacts on platform, canopies, footbridge and benches are anticipated and as such the survival, form and integrity of the main structures/features of this asset are unlikely to be adversely impacted. Despite this, the context of Selby Conservation Area and its historic features are anticipated to benefit from the Proposed Scheme. Removal of the 1960s British Rail designed existing western station entrance and replacement with a heritage sensitive architectural design has the potential to benefit the setting of the listed station building. Furthermore, demolition of Selby Railway Club and James William House is anticipated to have a beneficial impact on the context of the conservation area; these buildings are late-20th century metal-clad warehouse buildings that do not fit with the predominantly 18th and 19th century, mostly brick built features for which the Conservation Area is designated. Highway improvements adjacent to a number of other listed buildings, including the Grade I Abbey are anticipated to largely be beneficial to setting, through use of new materials, provision of new green infrastructure and in encouraging reduced traffic through a modal shift from private vehicle to more sustainable modes. Enhancing pedestrian and cycling access through Selby has the potential to improve appreciation of these designated assets as part of Selby's industrial heritage. Given the scheme will remove discordant existing impacts on the historic environment and enhance historic townscape through beneficial landscaping/mitigation and good design, a Moderate Beneficial impact is anticipated overall.	
7. Biodiversity	The Site is located within the town of Selby, North Yorkshire and is predominantly surrounded by the urban town centre. There are no European or Nationally designated sites within 2km of the Proposed Scheme. The nearest European site is Skipwith Common SAC located approximately 5.4km to the north-east. Within 10km as. Environmental Designations, the River Derwent SAC is located approximately 6.9km to the east of Selby Train Station, whilst the Lower Derwent Valley SAC / SPA / Ramsar Site is located approximately 8.4km to the east. No hydrological or other links exist between these designated sites and the river Ouse where it is located within the Site. The closest nationally designated site is the Burr Closes, Selby Site of Special Scientific Interest (SSSI) located approximately 2.7km to the northwest of the proposed works. The nearest LNR, Barlow Common LNR is located approximately 3.2km south-east of the proposed works. The Ecological Constraints Assessment identified habitats within the survey area which were suitable to support protected or notable species i.e., nesting birds. The scheme may result in the loss of or disturbance to habitats suitable for these species. For birds, this comprises the loss of scattered broadleaved trees. Despite this, appropriate mitigation such as tree planting and greening are incorporated. The landscape design incorporates tree planting. This would include mature standard and shrub species and removal of vegetation such as hedgerows and trees	Neutral

	would be conducted outside the nesting bird season) impacts are anticipated to be neutral. Non-native invasive species i.e., those listed in Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) comprising Himalayan balsam Impatiens glandulifera and Japanese knotweed Reynoutria japonica, were identified within the scrub habitats adjacent to the River Ouse. An Invasive Non-Native Species management plan would be required in order to prevent the spread of INNS identified within the Site. Overall, given the nature of the proposed works and implementation of mitigation and enhancement, a Neutral impact is anticipated.	
8. Water environment	The Proposed Scheme falls within the Wharfe and Ouse Lower management catchment and the Ouse Lower Yorkshire operational catchment. The bedrock geology is recorded as a Principal Aquifer. The river Ouse (From River Wharfe to upper Humber) and Selby Dam (from Fox Dike/Carr Dike River Ouse) WFD watercourses both achieved moderate ecological status and fail chemical status at the end of the 2019 Water Framework Directive cycle. Selby Canal achieved good ecological status and fail chemical status. Selby Railway Station and Selby Park are within an area of Flood Zone 2 associated with the River Ouse; however, much of the surrounding area to the East and North of the Station, including part of Ousegate and Cowie Drive is within an area of Flood Zone 3 associated with the River Ouse and Selby Canal. The Proposed Scheme will retain existing flood protection structures along Ousegate and in only providing alterations to existing highway does not result in an increase in impermeable area. Improvements to highway drainage infrastructure however offer an opportunity to improve drainage and reduce flood risk with consideration of future climate conditions. Given these benefits and control and approval of flood risk through established planning and consenting means, it is likely that the significance of flood risk will be insignificant. Runoff generated through the construction and operation phases of the Proposed Scheme has the potential to change the chemical composition of groundwater bodies and nearby watercourses (River Ouse and Selby Canal). However, mitigation will be implemented to minimise the likelihood of chemical contamination which could impact the features of these waterbodies (e.g., water supply, transport / dilution of waste products, biodiversity and convey flow and material). Despite this, any accidental release of fuels or materials during construction into the river Ouse would have a potential effect on the Humber Estuary SAC / SPA / Ramsar located 12.7km downstream and the migratory fish which use the river Ouse. However, given the distance of the Humber Estaurt SAC and that the scheme is unlikely to involve any significant quantities of chemicals or other harmful materials, any significant effect on the integrity of this designation is unlikely. Therefore, the impact is considered to be insignificant with mitigation. On balance; any potential impacts to the water environment are largely mitigable and as such a Neutral impact is anticipated overall.	Neutral

4.3.10 How the scheme impacts across different social groups?
All social benefits associated with the scheme have been qualitatively assessed using the guidance in TAG Units A4-1 (social impacts) and A4-2 (distributional impacts). The scheme will benefit various social groups in the town, including those from more vulnerable groups and those from lower income groups. There are pockets of relative deprivation near the centre of the town and the improved access the TCF scheme will provide will reduce severance to key locations as well as improving active mode and public transport access to the station (thus enabling those in more deprived areas to access employment and educational opportunities further afield). A summary of impacts is show in Table 4-24 below. The Full Distributional Impact (DI) assessment and Social Impact Assessment is included in **Appendix X**.

Table 4-24 – Social and Distributional Analysis

Item	Expected Impacts positive or negative
1. User Benefits	**Negative** (DI = Slight Adverse): It can be concluded that all income quintiles receive a disbenefit from the scheme and the majority of which is disproportionate to the population. The second most deprived quintile (quintile 2) receives a disproportionately large share of benefits of 44% and quintile 4 receives disproportionately a smaller share of benefits of 5%. Quintile 1 receives a disbenefit of 7% in line with the proportion of population. Quintile 4 and 5 receives a disproportionate share of disbenefit lower than the proportion of the population. As there are overall user disbenefits across all of the five income quintiles and majority of the quintiles are anticipated to experience benefits which are 5% or more lower than the proportion of the group in the total population, the user benefit DI has been appraised as Slight Adverse. The scheme is thus anticipated to increase the journey time of the highway users due to re-routing.
2. Noise	**Negative** (DI = Moderate Adverse): The study area contains LSOAs within quintiles 2 and 3 only. Furthermore, the section of the study area falling within the LSOA within quintile 3 does not contain any households. Quintile group 2 (20-40%) contains 100% of the households in the study area and 100% of the net disbenefits. The assessment score is therefore Moderate Adverse. For all identified education facilities (2 facilities), the Proposed Scheme comparing the 'with' and 'without' scheme scenarios in the forecast year (2039) is expected to result in changes of no greater than 1 dB which are considered to be minimal.
3. Air Quality	**Negative** (DI = Moderate Adverse): NO_2- Assessment presents adverse conditions for three of the five quintiles, including the highest (80-100%)

	quintile. Beneficial conditions are predicted for the lowest (0-20%) quintile while neutral conditions are predicted for the 60-80% quintile. It is predicted that 873 properties will experience an improvement in NO_2 concentrations whilst 2,297 properties will experience a deterioration. The remaining 2,546 properties will experience no change in NO2 concentrations. PM2.5: -shows the impact from concentrations of PM2.5 resulting from the proposed scheme for each quintile in the income domain of IoD in the design year of assessment (2039). Assessment presents neutral conditions for three out of the five quintiles, including the lowest (0-20%). Adverse conditions are predicted for the two remaining quintiles, including the highest (80-100%) quintile. It is predicted that 445 properties will experience an improvement in PM2.5 concentrations whilst 958 properties will experience a deterioration. The remaining 4,313 properties will experience no change in PM2.5 concentrations.
4. Accidents	**Positive** (DI = Neutral): The results range from Slight Adverse to Neutral. The majority of casualties reported are of severity 'Slight' and there is an equal proportion of increases and decreases in forecast accident rates across the links within the impact area. Hence, majority of the assessment score has been reported as Neutral.
5. Security	**Positive** (DI = Not assessed): Vulnerable groups (such as women, older people and those with disabilities) will negligibly benefit from the slightly improved security afforded by the enhanced pedestrian and cycle paths as well as the improvements to general ambience in new mobility hub in terms of enhanced lighting, improved CCTV coverage, better sightlines / improved visibility, landscaping and seating facilities as well as improvements to public realm.
6. Severance	**Positive** (DI = Neutral): The overall DI assessment on severance is Neutral due to significantly low changes (<-/+5%) in vehicle flows along majority of the roads where pedestrian activities are anticipated. Also, the Scheme provides improvements in terms of new pedestrian facilities on roads where currently the traffic flow is minimum, leading to a trivial impact. Additionally, the proportion of vulnerable groups in the impact area likely to receive the benefits are also lesser than their national average.
7. Accessibility	**Positive** (DI = Not assessed): The Selby TCF scheme (with its focus on active mode improvements) will improve accessibility both to the rail and bus stations as well as to various key locations throughout the town. There are also strong links with the reduction of severance impacts as reported above given that the scheme will reduce barriers to accessibility within the local community. The reductions in severance and hence improvements in accessibility reflect the positive effect the scheme will have on walking and cycling to local facilities, including access to Selby station and the many onward journey opportunities.
8. Affordability	**Positive** (DI = Slight Adverse): From the DI analysis of affordability, it can be concluded that all income quintiles receive a disbenefit in

	affordability due to an increase in the vehicle operating costs with the Scheme in place. • The vehicle operating cost dis-benefits are mainly distributed among the Quintile 2 with 40%. • Around 31% and 6% of the disbenefits (i.e., increase in costs) are forecast to be experienced by people living in the least deprived category (Quintile 5 and Quintile 4 respectively). • The 15% of disbenefits are forecast to be experienced by people living in Quintile 3. • Quintile 1 receive a disbenefit of 7% which is in proportion to the share of the population. Also, all the quintiles are anticipated to experience dis-benefits which are 5% or more lower than the proportion of the group in the total population, the user benefit DI has been appraised as Slight Adverse. The highway users are thus anticipated to increase the VOC cost due to the severance associated with the active travel improvements.

4.3.11 What are the summary results from the appraisal of the scheme?
Appraisal Summary Table
The qualitative/ quantitative assessment of predicted scheme performance against each of the WebTAG sub-objectives has been completed using an Appraisal Summary Table (AST) and references the ASST appended to the ASR (**Appendix P**). A completed Appraisal Summary Table for each scheme option is provided in **Appendix T**. This highlights the core benefits which are anticipated as a result of the implementation of the Selby Station Gateway scheme.
Transport Economic Efficiency Table
A completed Transport Economic Efficiency (TEE) Table for each scheme option is provided in **Appendix S**. Highway impacts, rail and bus passenger journey time savings are split by purpose (commute, other and business user and providers) and are presented in the TEE table. Impacts during construction and congestion savings from the active mode and bus soft factors assessment are also carried through to the TEE table. This shows disbenefits, particularly in terms of travel time to commuter and other users, along with adverse disbenefits associated with construction and vehicle operating costs.

Non-business: Commuting	ALL MODES		ROAD	BUS and COACH	RAIL	OTHER
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	-£3,212,664		-£3,277,683		£ 22,138.37	£ 42,880.92
Vehicle operating costs	-£415,119		-£415,119			
User charges						
During Construction & Maintenance	-60576		-£ 60,575.53			
COMMUTING	-£3,688,358	*(1a)*	-£3,692,802	£0		£42,880.92

Non-business: Other	ALL MODES		ROAD	BUS and COACH	RAIL	OTHER
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	-£9,979,733		-£10,228,617		£ 84,742.32	£ 164,141.65
Vehicle operating costs	-£1,532,999		-£1,532,999			
User charges						
During Construction & Maintenance	-£ 212,618.12		-£ 212,618.12			
OTHER	-£11,725,351	*(1b)*	-£11,761,617			£164,141.65

Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight (Road)	Passengers	All modes
User benefits								
Travel time	-£3,100,899		-£3,116,207				£5,212	£ 10,096.01
Vehicle operating costs	-£554,265		-£554,265					
User charges								
During Construction & Maintenance	-54,860		-£ 54,859.90					
Subtotal	-£3,710,024	*(2)*	-£3,725,332	£0	£0.00	0	£5,212	£10,096.01
Private sector provider impacts						Freight	s	
Revenue								
Operating costs	-							
Investment costs	-							
Grant/subsidy								
Subtotal	£0	*(3)*						
Other business impacts								
Developer contributions		*(4)*						
NET BUSINESS IMPACT	-£3,710,024	*(5) = (2) + (3) + (4)*						

TOTAL		
Present Value of Transport Economic	-£19,123,733	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Analysis of Monetised Costs and Benefits Table

The economic appraisal for the Selby Station Gateway comprises an assessment of the overall, net, monetised, economic worth of the scheme, as summarised in the AMCB.

The completed Analysis of Monetised Costs and Benefits Table is provided in **Appendix S** for the Selby Station Gateway scheme.

Marginal external cost benefits (excluding congestion – accounted for in the TEE Table) for all assessments are presented in the AMCB Table, along with physical activity and journey quality savings assumed from the Active Mode and ABC assessment. User benefits split by purpose are pulled through from the TEE table.

The Benefit-Cost Ratio (BCR) for the Phase 1 TCF scheme is provided in **Section 4.3.12** and in the figure below.

Noise	£17,479	(12)	
Local Air Quality	-£393,084	(13)	
Greenhouse Gases	-£884,436	(14)	TUBA (Input sheet)
Journey Quality	£7,706,513	(15)	
Physical Activity	£16,094,411	(16)	
Accidents	-£607,062	(17)	
Economic Efficiency: Consumer Users (Commuting)	-£3,688,358	(1a)	From TEE Table
Economic Efficiency: Consumer Users (Other)	-£11,725,351	(1b)	From TEE Table
Economic Efficiency: Business Users and Providers	-£3,710,024	(5)	From TEE Table
Wider Public Finances (Indirect Taxation Revenues)	-£724,967	- (11) - sign changed from PA table, as PA table represents costs, not benefits	From PA Table
Present Value of Benefits (see notes) (PVB)	£3,535,056	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)	
Broad Transport Budget	£11,518,257	(10)	From PA Table
Present Value of Costs (see notes) (PVC)	£11,518,257	(PVC) = (10)	
OVERALL IMPACTS			
Net Present Value (NPV)	-£7,983,201	NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	0.31	BCR=PVB/PVC	

Public Accounts Table

Completed Public Accounts Tables for each scheme option are provided in **Appendix S** for each option and the overall programme.

All costs accrue to the public sector.

	ALL MODES		ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL		INFRASTRUCTURE			
Revenue						
Operating Costs						
Investment Costs	-£ 7,956		£ -		-£ 3,482	-£ 4,474
Contributions						
Grant/Subsidy Payments						
NET IMPACT	-£ 7,956	(7)				
Central Government Funding: Transport						
Revenue	-£ 1,802,257				-£ 1,802,257	
Operating costs	£ 1,095,083					
Investment Costs	£ 12,233,388					
Contributions	£ -					
Grant/Subsidy Payments	£ -					
NET IMPACT	£ 11,526,213	(8)				
Central Government Funding: Non-Transport						
Indirect Tax Revenues	£ 724,967	(9)	£ 737,447		-£ 217	-£ 12,263
TOTALS						
Broad Transport Budget	£ 11,518,257	(10) = (7) + (8)				
Wider Public Finances	£ 724,967	(11) = (9)				

numbers.

All entries are discounted present values in 2010 prices and values.

4.3.12 What is the Value for Money position?

The initial BCR for the Phase 1 Selby Station Gateway scheme is **0.31**, which represents an initial **Poor** Value for Money position. The Present Value of Benefits (PVB) is **£3.54m**.

An analysis of the monetised and non-monetised scheme impacts of the proposed Selby Station Gateway scheme demonstrates that it offers **Poor** value for money.

Further to this a number of sensitivity tests have been carried to understand the impact relaxing certain assumptions will have on the outcome of the scheme.

The table below demonstrates the value for money position for all sensitivity tests considered in the appraisal at FBC.

Table 4-25 – Value for Money Position of Sensitivity Tests

	Phase 1	Phase 2	Test 1	Test 2	Test 3	Test 4	Test 5	Test 6	Test 7
PVB	£3.54m	£3.17m	£21.71 m	-£12.78m	£6.45m	£23.92 m	-£12.83 m	-£4.56m	-£0.96m
PVC	£11.52m	£15.42m	£10.86 m	£11.53m	£11.53m	£11.52 m	£11.52 m	£11.52 m	£11.52 m
BCR	**0.31**	**0.21**	**2.00**	**-1.11**	**0.56**	**2.08**	**-1.11**	**-0.40**	**-0.08**

NPV	-£7.98m	-£12.26m	£10.86 m	-£24.30m	-£5.08m	£12.40 m	-£24.35 m	-£16.08 m	-£12.48 m
VfM	Poor	Poor	High	Very Poor	Poor	High	Very Poor	Very Poor	Very Poor

This demonstrates that in most cases the value for money position remains largely the same when the assumptions in the core scenario are altered, with most scenarios having a Poor or Very Poor VfM position. However, when removing the highway impacts of the scheme, the adjusted value for money position moves to High. When using CERP growth assumptions the scheme shows a high growth assumption.

The monetised costs and benefits assessed are set out in **Table 4-26** below for all options tested.

Table 4-26 – Value for Money Assessment

		Phase 1	**Phase 2**	**Phase 1 CERP**	**Phase 1 (highway impacts excluded)**
Present Value of Benefits (£m)	A	£3.535	£3.168	£21.714	£23.917
Present Value of Costs (£m)	B	£11.518	£15.424	£10.858	£11.518
Present Value of Other Monetised Impacts (£m)	C	-	-	-	-
'Initial' Net Present Value (£m)	A-B	-£7.983	-£12.256	£10.856	£12.399
Initial Benefit to Cost Ratio	A/B	**0.31**	**0.21**	**2.00**	**2.08**
'Adjusted' Net Present Value (£k)	**(A+ C)-B**	-	-	-	-
'Adjusted' Benefit to Cost Ratio	**(A+ C)/B**	**0.31**	**0.21**	**2.00**	**2.08**
Significant Non-monetised Impacts		Benefits anticipated from additional GVA, additional retail spend, heritage benefits, although these have not been directly accounted for in the adjusted BCR. In addition, the scheme is anticipated to impact on existing property values which are not included in scheme BCRs, they nevertheless provide further evidence as to how transformational station improvements (and related works) can have significant local economic impacts, as detailed in Section 4.3.8.			
Value for Money Category		**Poor**	**Poor**	**High**	**High**

4.3.13 Preferred Option Selection and Justification

The detailed design for the Selby Station Gateway Phase 1 scheme is a variation of the preferred option progressed during the previous OBC business case submission. This has since been repackaged and progressed into Phase 1 and Phase 2 appraised as part of this FBC and the results have been presented throughout the economic case. Overall, the Phase 1 TCF Scheme has an un-adjusted **PBV** of **£3.54m** which results in a BCR of **0.31, and a PBV of £3.195m for Phase 2 which results in a BCR of 0.21**. The appraisal above has shown that the Selby Station Gateway scheme presented in the core scenario is within the 'Poor' VfM category.

NYC has selected the Phase 1 scheme for delivery on the basis that it meets the following criteria:

- Achievement of the scheme and wider TCF / City Region objectives – documented in the OAR (**Appendix A** and **Section 4.1)**;
- Alignment with national, regional and local policy as highlighted in **Appendix E**;
- Designs follow best practice guidance and have been developed in accordance with Green Streets principles, LTN1/20, DMBR and NYCC Design Standards;
- Affordability and deliverability;
- Economic benefits (monetised and non-monetised) including alignment to the governments levelling up policy; and
- Value for money performance.

The Phase 2 scheme, should alternative funding be sourced for its delivery, will further encourage a modal shift from car to rail, active modes, and bus. This phase includes extra-over improvements to landscaping, planting, new crossing facilities and the provision of a new at grade, traffic free walking and cycling route to the west.

Both Phases are transformative for Selby and will drive behavioural change by changing the utility of active travel provision in the area. The Phase 1 and 2 schemes will actively promote the uptake of sustainable multi-modal journeys while discouraging reliance of private car use for short distance trips. Furthermore, the investment serves as a catalyst for wider regeneration initiatives (especially the Selby Station Quarter masterplanning), a level of investment that has not been seen in Selby in decades.

Value for Money Statement:

The appraisal above has shown that the Phase 1 Selby Station Gateway scheme presented in the core scenario is within the **'Poor'** VfM category. Switching values analysis examines the effect of changes in key input variables and the degree of sensitivity in expected outcomes. HM Treasury's Green Book recommends that scenarios are chosen to explore technical, economic, and political uncertainties which can affect the success of an intervention, and that, at a minimum, 'switching value analysis' is undertaken.

In reaching the final VfM category for the Phase 1 Selby Station Gateway scheme, consideration should be given to the impact on the project's VfM categorisation if these impacts could be fully captured, monetised and assured. This can be considered through application of the concept of 'switching values' as defined in the DfT's VfM Framework. This

indicates the required change in project costs or benefits for the project to shift into an adjacent VfM category.

The benefit adjustment required to 'switch' to the next higher VfM category (low) is £8.7m in 2010 values and prices.

Impact on existing property values would deliver substantial inward investment benefits to the local economy. Although this is not quantifiable within the appraisal, existing studies do provide further evidence as to how transformational station improvements (and related works) can have significant local economic impacts not currently monetised. When considering the impacts discussed in **Section 4.3.8** above under the switching values approach, these could significantly increase the Core VfM position beyond the next category to 'Medium'.

Under this approach a further test has been completed to evaluate the sensitivity of the VfM category. As discussed above, for a scheme of this nature, where highway impacts are negative due to the reallocation of road space for active travel and placemaking initiatives, the core VfM category tends to be lower when using the available transport appraisal techniques. In this case, due to the magnitude of highway disbenefits and the limitations of the assessment whereby any disbenefit to private vehicles plus any in combination effects with other schemes or policy interventions is unaccounted for and likely to result in greater mode switch to sustainable modes than what is currently presenting under the business as usual scenario.

Whilst DfT appraisal guidance states that highway impacts must be accounted for, a sensitivity test has been completed without highway disbenefits to determine the adverse impact these have on the appraisal of a sustainable transport scheme.

This test has been presented as a result of discussions with the Combined Authority. As stated above it is understood that sustainable transport schemes should not be assessed primarily according to their impact to private car users. This is in light of national policy aimed towards decarbonising the economy and building resilience against climate change all fundamental for the delivery of net zero emissions. Discouraging short distance private vehicle trips on an already constrained network and acting as a catalyst for modal shift to sustainable modes of travel will only further complement these priorities. The Selby Station Gateway scheme has therefore been presented without highway disbenefits as a sensitivity test.

Should highway impacts be excluded from the core assumptions the total transport benefits are forecast to be **£23.92m**, equating to a BCR of **2.08** and representing '**High'** VfM.

When considering the benefits of the scheme to existing users, new attracted users, and the potential opportunity to enhance the economic vibrancy of Selby, there is a strong strategic, and economic case for investment. The Phase 1 scheme illustrated in **Appendices B** will encourage inward investment in the local area via the significant enhancement of sustainable travel infrastructure in and around Selby Station. Linking the station to key development, employment and educational sites within a short cycling and walking distance. Not only will the scheme enhance active travel improving journey quality, physical activity and journey times it will significantly improve public realm, enhance the existing heritage setting of the Selby Abbey, complement the conservation area and facilitate sustainable growth.

5. Financial Case

The purpose of the Financial Case is to demonstrate that the preferred option is affordable and has the necessary funding. This should include the capital and on-going revenue costs and impacts.

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

5.1 Capital Costs

5.1.1 What is the total project outturn capital cost?

The total project outturn capital costs for the preferred (Phase 1) Selby Station Gateway scheme is expected to be **£25.375m** and these are set out in **Table 5-2** below. The project outturn costs for the Selby Station Gateway both Phases 1 and 2 are included at Appendix V for information. To deliver TCF Phase 2 a funding gap of £7.156m will need to be sourced from alternative funding streams.

Prior to OBC submission, there was a decision to cap TCF Funding for this project to £20m. On 14 December 2023, NYC sought endorsement of FBC costs at Thematic Board, which also included agreement of transfer of monies from Skipton TCF scheme to Selby TCF scheme. Thematic Board approved the transfer of a further **£289,375** of TCF funding from Skipton Gateway Scheme to Selby Station Gateway, meaning TCF Funding for this scheme totals **£20,289,375.** Endorsement of this reallocation of North Yorkshire funding is sought through WYCA's PAT and Committee boards.

At OBC stage, the outturn capital costs were prepared by experienced quantity surveyors and were technically assured by John Sisk and Sons as part of an Early Contractor Involvement (ECI) exercise, to provide a greater level of cost certainty. These costs came to **£22.057m** for the total scheme (Phase 1 and 2) plus improvements to Selby Station and Wharf which were since descoped.

Following the submission of the OBC, a significant change in the global economic situation has occurred with impacts observed across the construction industry, with rising costs for materials and labour. Construction methodology constraints arising from the historic town centre, rail requirements and engineering costs have also increased costs. As a result, the total scheme (Phases 1 and 2) is not affordable with the current funding and as such, only Phase 1 will be progressed at this time. NYC remains committed to the overall vision of the full scheme and will seek to progress Phase 2 as alternative funding streams become available.

Prior to submission of this FBC, Galliford Try were onboarded as the delivery contractor and have prepared a budget cost estimate for the scheme, totalling £16.9m (this excludes development costs, benefits realisation and client risk). A Target Cost will be produced following submission of the FBC for contractual acgreement between GT and NYC; this will be issued in the Approval to Proceed report.

Since OBC, development and indirect construction costs have risen, with reductions seen through delivery, utilities, risk, contingency and traffic management. Broadly, cost increases are largely in line with inflation. Development costs have increased beyond that estimated at OBC. Contract management costs during construction were not included at OBC and has now been added to FBC costs. Given the de-scoping of the scheme, it is difficult to draw any conclusion from this. As mentioned above, the construction field, and wider world, has seen significant changes since the previous cost plan was undertaken (September 2021) resulting in significantly higher costs for materials and labour and as such if the same comparison was to be made between the full scheme (Phase 1 + 2) and the OBC costs, there would be price rises seen across most components. A comparison between OBC and FBC costs is provided in Appendix Y.

The key cost assumptions are as follows:

General

- It has been assumed that this scheme is to be delivered as a 'standalone' project, alongside the delivery of complementary works to Selby Station Plaza, funded by additional NYC match but excluded from this FBC as per WYCA instruction.

Contingency

- Contingency has been allowed for within the Cost Plan, totalling 6% of the total cost. This also includes contractor risk (£817,709).

Preliminaries, Overhead and Profit

- A percentage allowance for preliminaries has been included at 52% (of direct construction costs). NYC has challenged the contractor about this cost. The contractor explanation is that this is largely driven by the constraints around programme relating to town centre traffic management in a limited working space.

Traffic Management

- Traffic Management allowances have been included within the Galliford Try (GT) Cost Plan. Moving the underpass to Phase 2 removes the need for a lengthy closure of Bawtry Road.

Project Fees

- A 21% (of the total costs) allowance has been included to account for business case support, surveys, design, supervision, project management, planning, Network Rail BAPA, TRO development, contract management and ECI.

Utilities

- An allowance for £500,000 has been included within the cost build ups for utility works. Moving the underpass to Phase 2 removes the need for a significant utility diversion.

Risk

- An allowance for client risk of £1,200,000 has been included. This comprises post-mitigated P80 value (£470k) derived through a Quantified Cost Risk Assessment (QRA) (Appendix H) of the identified project risks, plus additional NYC contingency. Construction risk included within GT's Budget Cost Estimate (accounted for in the

contingency line item above). The additional client risk adjustment (Current) risk value is considered to be a conservative approach to Risk Management as appropriate for this stage of design. The post-mitigation (Target) Risk analysis also shown in the QRA, shows how the risks will be managed through the next stages of delivery, and the potential reduction in associated effects of risk realisation on scheme costs resulting from the identified mitigation activities being completed.

Future Inflation

- Future inflation has been applied as per the GT cost plan (£180,623, estimated roughly as 2% on direct construction)

The following exclusions have been made:

- Costs associated with taxes and levies. Value Added Tax (VAT), Stamp Duty etc.
- Costs associated with changes in legislation and any form of applicable standards.
- Costs associated with any unforeseen third-party interfaces.

As discussed above the scheme cost includes construction inflation, allowances for drainage and landscape work in the build-up of the base cost. In addition to the base cost, the estimate includes preparation and administration costs, monitoring and evaluation (accounted for under project fees) and quantified risk to inform the final budget cost for the financial case.

As mentioned above NYC is requesting a transfer of funds between the North Yorkshire projects to bring TCF funding to £20,289,375 TCF funding following the submission of the OBC. North Yorkshire Council (especially the former SDC) has increased its funding commitment to £5.086m to ensure delivery of the Phase 1 elements, bringing the total allocation to £25.375m.

The detailed cost plan (full bill of quantities) has been produced by Galliford Try as NYC's delivery contractor and is included in Appendix Z. For reporting purposes, the total outturn costs for the Selby Station Gateway Scheme (Phase 1) have been apportioned into the following itemised cost categories (as per the Combined Authority's FBC template) and are summarised in Table 5-1.

Table 5-1: Breakdown of Project Outturn Costs (Phase 1 Selby TCF Scheme)

	CA (TCF) Funding	NYC Funding	Total Project Outturn Costs (£m)	% of total costs
Development costs				
Project Development	£5,420,318	£0	£5,420,318	21%
Land Assembly	£713,426	£0	£713,426	3%
Enabling works and Other fixed sums (includes Traffic Management)	£1,364,600	£0	£1,364,600	5%
Delivery Costs				
Delivery	£4,393,605	£5,036,133	£9,429,738	37%

Preliminaries, overheads and profits	£4,948,221	£0	£4,948,221	19%
Utilities	£500,000	£0	£500,000	2%
Risk	£1,200,000	£0	£1,200,000	5%
Contingency (including GT Risk)	£1,568,582	£0	£1,568,582	6%
Inflation	£180,623	£0	£180,623	1%
Benefits Realisation Reporting	£0	£50,000	£50,000	0%
Total (£m)	**£20,289,375**	**£5,086,133**	**£25,375,508**	-

Item	Definition
Project Development	This covers development costs to FBC submission and includes council costs, legal fees, consultant fees, design fees, project/programme management costs etc.
Land Assembly	This is in relation to infrastructure schemes.
Enabling Works	This is the costs of any works required prior to Delivery, generally as a separate contract, e.g., removing contamination. It includes costs associated with the demolition of James William House and Selby Railway Club, including utilities disconnections and demolition.
Delivery	This is the direct construction cost of implementing the scheme.
Prelims, overheads and profits	Project-specific indirect costs, overhead covers general business operating costs.
Inflation	Future inflation has been applied by GT as per current BCIS projects (0.15% to construction start date and 1.45% to July 2024 (procurement completion).
Utilities	Utility diversions/disconnections e.g. water, electricity, gas, phone. Does not include enabling costs above.
Risk	An allowance for risk of £1,200,000 has been included. This comprises £470,628 based on post-mitigated P80 value derived through a Quantified Cost Risk Assessment (QRA) (Appendix H) of the identified client project risks
Contingency	NYC allowances set reserved to address uncertainties that cannot be precisely predicted at the time of preparing the BOQ. Contingency line item also includes GT (contractor) risk

Benefits Realisation Reporting	These are costs required for monitoring and evaluation of benefits.

5.2 Funding Profile

5.2.1 What is the cash flow and funding profile for the project?

The funding profile is in line with the costs outlined in the previous section split across three seven financial years with the majority of funding required for spend between 2025/2026, and beyond for construction. Please see the forecast quarterly financial spend profile in Table 5-2 which reflects the programme and schedule of activities.

Sunk costs (scheme development costs) spent to date are included in the funding profile below and the overall request from the Combined Authority. The estimate total development costs spent to date are **£4.643m** until FBC submission and include the purchase of land.

£5.91m of TCF funding has been approved to date in PIMs to support scheme development through to delivery and facilitate enabling works.

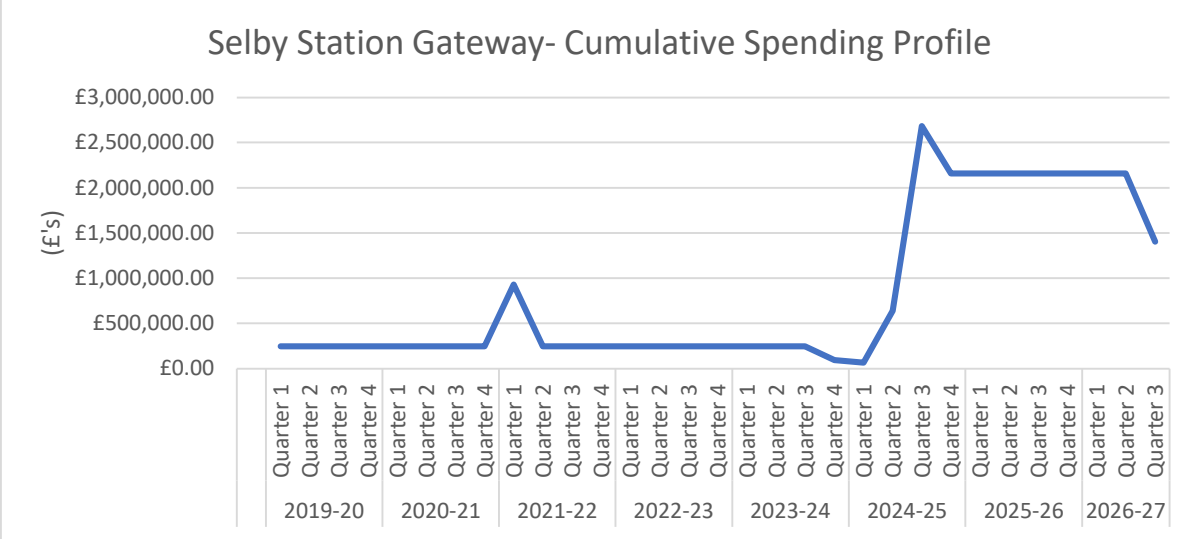
The funding contributions are split between the CA, and NYC formerly NYCC and SDC. The contribution required from the CA equates to 80% of the total funding required, with the remaining 20% of the total scheme cost is funded by local capital contributions from NYC. Funding sources are further described in Section 5.4 below.

Table 5-2 – Funding Profile (£m)

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Future	Total
	2019/2020	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	2026/2027		
Combined Authority funds (TCF) Funds	£0.977	£0.977	£1.663	£0.977	£0.826	£5.546	£8.637	£0.686	£0.000	**£20.289**
Applicants' funds (NYC)								£5.036	£0.050	**£5.086**
Total Cost	**£0.977**	**£0.977**	**£1.663**	**£0.977**	**£0.826**	**£5.546**	**£8.637**	**£5.722**	**£0.050**	**£25.376**

The actual and forecast spend has also been profiled quarterly and is shown in **Figure 5-1** below. NYC is working to bring forward spend, so that all TCF funding is spent within 2026/27. Currently CA TCF spend is forecast to be complete by Q1 2026/2027. The spend profile will be confirmed following Target Cost as part of AtP.

Figure 5-1: Actual and Forecast Quarterly Spend



The funding source spend profile is appended to this FBC in **Appendix AA**.

5.3 Revenue Costs
5.3.1 Are there any revenue, on-going/operational costs associated with the project?
The Selby Station Gateway scheme will give rise to additional revenue liabilities relating to capital renewals and maintenance, when compared to a future scenario in which the Selby Station Gateway scheme does not exist. Operating and maintenance costs are the cost of people, machinery and materials required to maintain the Selby Station Gateway. The anticipated 'whole life cost' expenditure has also been profiled over time. The public highway and public realm maintenance obligations fall under the purview of NYC. An assessment of the maintenance costs has been undertaken for each scheme component. The assessment has considered the existing and future maintenance costs and estimated the overall net change. There will be ongoing capital renewals and maintenance costs associated with the Cowie Drive and its new car park, these costs comprise the largest element of the net change in capital renewal, annual maintenance and operating costs. In addition to these, there will be changes to the existing highway layouts on Station Road, at the Selby Bus Hub, on Ousegate and Shipyard Road, as well as the Selby Park spine path. These are summarised below and are largely related to the maintenance and renewal of benches, cycle stands, carriageway lining, bollards, signage, fencing, soft landscaping. The proposed walking and cycleway work on Station Road, Ousegate and Shipyard Road predominately fall within the existing extent of the highway boundary, therefore, it is not expected that there will be any additional maintenance costs associated with these elements of the scheme. The lifecycle costs are likely to be less over time due to the reduction in vehicular loading on the cycleway element of the carriageway. Maintenance costs relating to Cowie Drive car park will be covered by the future lease arrangement for operation as a station car park. Network Rail (devolved to TPE) will remain responsible for the maintenance of the

Station Road car park as the asset owner. The Cowie Drive maintenance costs will be incorporated into overall highway maintenance costs.

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

The whole life costs identified above have been factored into the economic appraisal and the forecast impacts have been taken into account in the calculation to Benefit Cost Ratio and Net Present Value. Further details are provided in the economic case and are included in Appendix AB. In financial assessment terms, maintenance costs would be covered by the asset owner. NYC will maintain its assets in line with council budgets. Confirmation of maintenance responsibilities will be provided at AtP.

5.4 Funding Source

5.4.1 What other funding sources are there within the project?

As detailed earlier, the funding for the Selby Station Gateway Scheme will be split between the TCF and contributions from NYC.

At the SOBC stage the outturn costs (not including risk and contingency as advised by WYCA) was estimated to be £19.9m including local contributions. Should the allowance for risk and contingency have been included in the funding request at the SOBC stage the total forecast scheme cost would have been £27.4m in 2019 prices (excluding inflation to year of spend). This was previously discussed with CA TCF Programme Team in 2021 and they were made aware of the implications it had on the delivery of the preferred Selby Station Gateway scheme. The outcome has resulted in the de-scoping of the TCF sub-packages previously included in the core SOC scenario, namely the Olympia Park Bridge and Station Plaza at OBC stage. The TCF funding contribution for the Selby Station Gateway scheme was since capped by the CA at £20m.

At OBC stage the outturn costs for the preferred Selby Station Gateway scheme were expected to be £22.057m; this included allowances for risk and contingency as detailed in Appendix X. These emerging costs were discussed with the TCF programme management team, with the costs approved ahead of OBC submission. As TCF funding was capped at that time, anything above this allowance would need to be sourced from NYC local contribution (previously, NYCC and SDC).

At FBC stage the outturn costs for the Selby Station Gateway scheme, as prepared by Galliford Try (delivery contractor) and NYC (scheme promotor) total £25.375m.

As highlighted in Section 5.1, the transfer of £289,375 TCF monies from the Skipton Station Gateway TCF allowance to the Selby Station Gateway has been provisionally endorsed by WYCA's Thematic Board, which increases the total TCF funding request to £20.289m. The remaining £5.086m will be contributed by NYC, taking the total funding availability for the

project to £25,375,508. The Phase 1 Selby TCF proposal has been designed to demonstrate affordability within this threshold.

Table 5-3 below highlights the key changes between OBC and FBC stage comparing the scheme on a like for like basis. Following value engineering at FBC, the scheme has a reduced scope when compared to the SOC and OBC.

Table 5-3 – Difference between OBC and FBC cost estimates

Component	OBC Cost Estimate (excluding the Station Plaza)	FBC Cost Estimate (excluding the Station Plaza)	Difference
Project Development	£4,414,440	£5,420,318	£1,005,878
Land Assembly	£745,719	£713,426	-£32,293
Enabling works and Other fixed sums (includes Traffic Management)	£0	£1,364,600	£1,364,600
Delivery	£6,456,452	£9,429,738	£2,973,286
Benefits Realisation Reporting	£50,000	£50,000	£0
Utilities	£943,531	£500,000	-£443,531
Traffic Management	£1,065,315	£0	-£1,065,315
Preliminaries, overheads and profits	£2,905,403	£4,948,221	£2,042,818
Risk	£4,211,688	£1,200,000	-£3,011,688
Contingency	£645,645	£1,568,582	£922,937
Inflation	£619,274	£180,623	-£438,651
Total	**£22,057,467**	**£25,375,508**	**£3,318,041**

Traffic Management Costs are captured within Enabling Works Costs at FBC

It is important to note that the scheme has progressed significantly since the original concept proposals were presented in the SOC submission. The increased programme emphasis on high quality design and infrastructure has underpinned the feasibility and preliminary design process.

The following changes since SOC to FBC will have resulted in 'direct cost' fluctuations:

SOC to OBC:

- Increase in underpass costs in line with feasibility report, Sisk review and C3 stats responses;
- Advanced designs, including materials palette, pavement and drainage/ attenuation design;
- Removal of cycle lane and canal lock gate upgrade north of the floodwall – extension of minor civils works down Shipyard Road and at the Denison Road bridge to account for this and make it LTN 1/20 compliant;
- Increases in station building costs;

- Junction of The Crescent and Park Drive - SOC footpaths resurfaced with 50% tarmac and 50% stone paving, including some path widening and alterations to traffic crossing signals. OBC footpaths resurfaced with Yorkstone and some path widening, road resurfaced and renewal of traffic crossing signals;
- Works extend beyond Ousegate to the A19 crossroad, including new traffic crossing signals;
- More detailed landscaping area adjacent existing railway bridge at Wharf;
- Use of high-quality materials to adhere to planning requirements;
- Reductions in land requirements and associated costs;
- Scaling back of minor civils work on Shipyard Road – proposals include lining and signing only;
- Recycling/ cleansing of existing good quality materials towards the northern end of Ousegate; and
- Enhanced bus hub area, with improved waiting bays, space for safe manoeuvring, bus shelter improvements and future proofing for bus station development.
- Descoping of the walking/cycling bridge across the River Ouse to Olympia Park.

OBC to FBC:

- Inflationary Pressures: The primary factor contributing to cost increases is inflation, which has led to a general rise in the prices of goods and services across the economy. Alignment with Government and Construction Indices: Price hikes are closely correlated with inflationary figures released by the UK government. Construction indices, such as BCIS (Building Cost Information Service), also reflect this trend, indicating that the cost escalation is consistent with broader economic indicators in the construction industry.
- Expensive Market Conditions: The overall marketplace has become more costly, impacting various sectors. Specifically, the sub-contract sector has experienced increased costs, possibly due to higher demand or supply chain challenges.

Contractor involvement and clarification of constraints, including constrained town centre location, overall town centre traffic management requirements and lengthened programme which have increase prelim costs.

Cash Flow Statement

In summary, the Phase 1 option is expected to have the following implications on public accounts:

- **£20,289,375** from the TCF is being sought which represents 80% of the scheme implementation costs. The majority of the funds are expected to be spent during 2025;
- Local contributions of **£5,086,133** have been sourced, which represents 20% of the scheme implementation costs.
- Maintenance, Capital renewal / operating costs over 60 years are expected to be approximately **£5.48m** in 2023:Q3 prices. Maintenance will be funded from the council's maintenance budget but excluded from the capital request from WYCA.

As a commitment of support, NYC's Section 151 Officer has provided a Letter of Intent (LOI) to restate the Council's commitment to the Selby TCF and compliance with WYCA's Assurance Framework requirements and Transforming Cities Fund programme requirements (see **Appendix AC**).

Table 5-4: Funding Source

Funding Source	**(£xxm)**	**Current status (secured, pending, applied for)**
Transforming Cities Fund (TCF)	£20.289	Applied for
NYC Capital Funds	£5.086	Secured
Total (£m)	**£25.375**	

5.4.2 What are the main financial risks and how will they be managed?

NYC has considerable experience of delivering this type of project but do recognise that financial risks still remain. It is important to note that these have been accounted for within the total package cost through the risk review process. Section 6.3 of the management case details how risk will be managed through the delivery of the Selby Station Gateway scheme

To reflect the uncertainty associated with known risks, a QRA has been undertaken, using a scheme risk register and Monte Carlo analysis software @RISK. Further detail of the methodology applied to generate a risk-adjusted cost is contained within the Management Case which further describes how risk will be managed through delivery.

The QRA analysis estimated a risk-adjustment of **£1.2m**, equivalent to 5% of total scheme costs. This is considered to be a robust estimate.

The top post-mitigation client financial risks (in descending order of cost) are as follows:

- Programme: unexpected increase
- Ground and building conditions: may be worse than anticipated / contaminated
- Rail: Detailed Design may not be accepted by rail organisations (within required timescales)
- Signal ducting: No capacity to reuse ducting for Ousegate/A19 junctions works
- DI: Unexpected, buried services, structures, lighting, highways, landscaping, signal poles, archaeology, and utilities could be encountered during construction.

In addition to this client risk register, GT have also produced a risk register to track contractor risks. The risk allocation from this is £817,709.

The top contractor project risks are as follows:

- Flood risk due to weather events in upstream locations outside the place where weather is to be recorded in the contract - Programme delays, reworks required, raise welfare set up to ensure effluent tank is above potential flood level
- Quantity/Take-off errors - Lack of CAD model and inaccuracy of data

- Accommodating third party access requirements outside expected timescales (Vehicular access e.g. Cowie Drive. etc - Arriva)
- Material Procurements - delays due to material availability and meeting required timescales.
- Utility strikes/damage recognising high density and utilities designed through construction works.

The scheme risks are as shown in Table 6-8 in the Management Case and both scheme risk registers are included in Appendix H.

5.4.3 How will cost overruns be dealt with?

Once the project contribution is fixed from the CA, cost overrun responsibility falls to the promoting authority.

The Project Management team will be responsible for managing the budget on a day-to-day basis. It is expected that cost reductions will be sought through both the delivery process. In addition to this cost and programme risks have been fully considered. The construction contract includes a Pain/Gain share mechanism which incentivises the contractor to identify and deliver cost reduction opportunities.

In addition to the above, to control the project costs the team will be actively managing costs through the risk identification process which will be governed by the Project Board. In the unlikely event a cost overrun should occur, the following two-tiered approach would be utilised by the project team.

Project Board & Governance

A North Yorkshire Project Board is already established for the project, as detailed in the Management Case, to oversee the management of the design and delivery of the TCF schemes. This Project Board has overisght of performance within set cost tolerances which will be managed and reported by the Project Manager, supported by a contract manager.

It is anticipated that WYCA will set a cost tolerance of 10% at FBC, in line with previous approvals. For any cost overruns above this level there will be a requirement to be take the matter to WYCA for approval. The Project Board will also consider the submission of any change requests and future descoping options if required.

Project Manager Actions

At an individual project level, the Project Manager will also control and monitor the project costs.

This will be achieved by actively managing the QRA and seeking to promote value engineering through the NEC4 contract. Decisions will be managed in line with council approvals, reporting through management channels to the Project Executive as required.

Costs of each scheme will also be actively monitored by WYCA's Thematic and Portfolio Boards. Thematic Board will retain overall responsibility for ensuring cost over-runs do not occur and are suitably mitigated in the first instance through individual project management practices and responsibilities reporting into Programme Board.

As the scheme delivery progresses, the out-turn costs achieved, and performance will be used to actively adjust risk allowances as part of the submissions for latter schemes in the programme. This will ensure that there is no on-going build-up of potential cost over-runs over the delivery of projects coming forward as part of the programme.

Contractor Actions

The Commercial Case (section 3.2.2 and 3.2.3) details the proposed approach to risk allocation and transfer. This identifies those risks which would be assigned in full (or on a shared basis) to the Contractor. The approach presented will ensure that all risks are assigned to the party best placed to manage them, achieving value for money.

Delivery and programme risk will be shared and incentivised through a pain/gain mechanism provided for as part of the construction contract. This will be incentivised against the NEC4 Target Cost approach, with the incentives set out in Table 3-8 in the Commercial Case.

Incentive payments against target cost at the previous stage will provide a strong set of incentive and reward to be innovative in finding solutions to problems.

5.4.3 Does the project offer any potential to generate a commercial return to pay back the Combined Authority funding?
This is not applicable to this scheme. There are no planned works as part of the Selby Station Gateway that will provide a commercial return to pay back the Combined Authority funding. The Cowie Drive car park will operate on an at cost basis to cover maintenance costs. There is no opportunity to provide additional retail assets as part of the scheme delivery that will offer a commercial return to the CA. All existing assets are to be rightly owned and maintained by NYC and the other delivery partners who currently own, maintain and operate the assets.

5.4.4 Has the project considered any State Aid implications?
There are no known State Aid/ Subsidy Control implications for the vast majority of the scheme. External legal opinion has been provided by DWF Law LLP. The only potential Subsidy Control implications relate to the Cowie Drive car park. The council's legal opinion deemed that the works are 'de minimis'. NYC's Transparency Register has been updated accordingly. The improvements to pedestrian, rail and cycling infrastructure and public realm on the public highway to be delivered by the scheme will benefit the public in a free and non-discriminatory manner. Whilst the scheme may deliver indirect benefits to rail train operating companies (TOC's) currently operating from Selby Station, their contracts to provide public transport are properly procured under a UK compliant process. The scheme delivery partners have also been procured in line with UK procurement regulations.

6. Management Case

The purpose of the Management Case is to demonstrate that the preferred option is capable of being delivered successfully, in accordance with recognised best practice.

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

6.1 Deliverability

6.1.1 How will the delivery of the project will be managed?

This section identifies the management and governance arrangements for the scheme, based on experience from previous projects that have been successfully delivered.

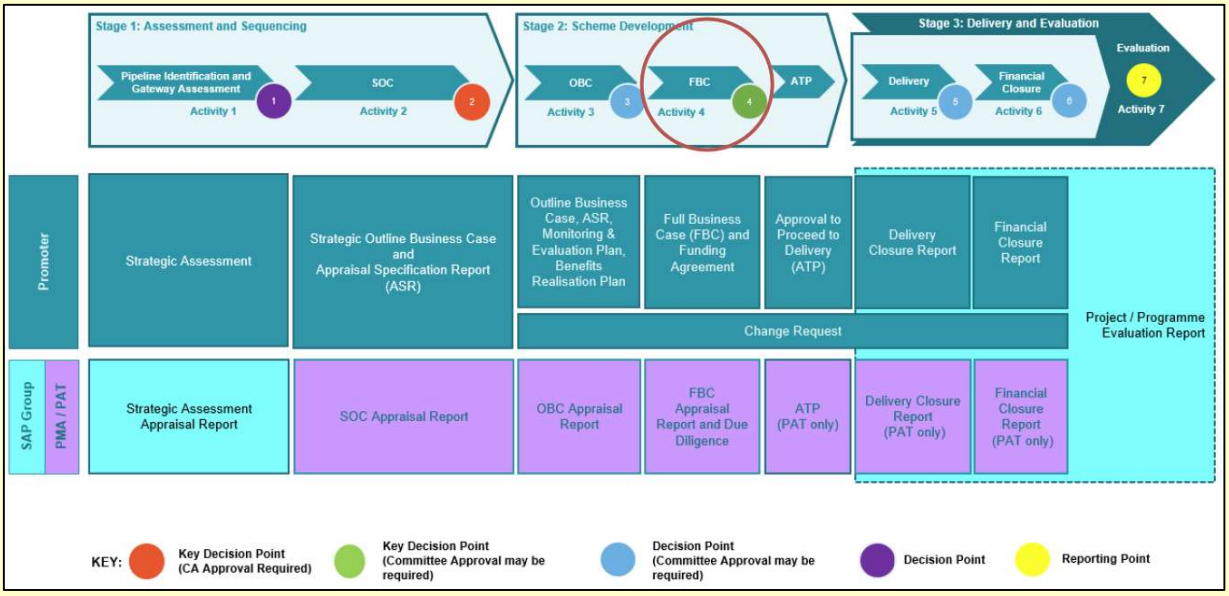
A robust project management framework and governance structure is in place to manage the scheme through to construction. The framework follows the principles of PRINCE2 and has been developed in line with the WYCA Assurance Framework and requirements.

West Yorkshire Combined Authority (WYCA) Assurance Framework

The WYCA Assurance Framework covers expenditure on projects and programmes funded by Government or local sources in the WYCA region and is being used to inform the TCF Programme.

Figure 6-1 below shows the stages in the WYCA Assurance Framework process, illustrating the three-stage system for project control to deliver value for money in a transparent and accountable way.

Figure 6-1*:* WYCA Assurance Framework Process



This FBC is at Activity 4 in Stage 2 of WYCA's Assurance process, and the Management Case contains the relevant evidence to demonstrate NYC can manage the project through from inception through to construction and opening.

Previous Project Experience and Expertise to Deliver the Project

The following projects delivered by NYC demonstrate the authority's ability and expertise to deliver high quality infrastructure projects in North Yorkshire from SOBC stage, through to full construction and opening.

Different procurement options were used for each project, further demonstrating the Council's ability to manage projects under different contracts, further fulfilling the role of Project Manager.

This provided the flexibility and experience needed to determine the best value route to procure the construction element of the scheme through the development of the OBC. An exercise which was concluded in 2022 following the successful appointment of Galliford Try as delivery contractor prior to the submission of this FBC.

Table 6-1 below provides evidence of NYC's ability to successfully deliver high quality infrastructure schemes across the county.

The successful delivery of these schemes provides confidence that NYC and its strategic partners have a significant level of experience in the planning and delivery of transport improvements.

Opportunities will be taken, wherever possible, to improve delivery processes by acting upon the lessons learnt from these recent schemes.

On a broader approach, the below schemes have given NYC experience in recognising that:

- Significant appreciation of risks, including unforeseeable ones, require good management. This should be considered through regular meetings and discussions between NYC and designer and/or contractor as early as possible in the process, along with risk reviews to mitigate and manage risks and ensure compliance with CDM (Construction Design and Management) Health & Safety processes. A Risk Register has also been included as a standing item on all progress/steering group meeting agendas;
- Where applicable, changes within the design process are appreciated as early as possible and there is an understanding that alterations when further into the detailed design stage should be minimised;
- Effective public engagement can help share information about the scheme, alleviate concerns and reduce the risk of low public acceptability; and
- Early partner engagement from the outset; including from legal services, can reduce the risk of issues arising later in the project and contribute to the successful delivery of the project.

Table 6-1: Experience of Similar Projects

Scheme	Description	Development	Construction	Project Management
Bedale, Aiskew and Leeming Bar	The highway scheme consists of a 4.8 km single carriageway (7.3m wide) link	Funding for the scheme was approved in July 2014 following the TAG stages of SOBC, OBC	A procurement strategy workshop was undertaken to help determine the	Project management controls included using accredited engineering consultants and contractors with clearly

Bypass (BALB)	from the A684, north of Bedale, to the A684, east of Leeming Bar. The scheme crosses the A1(M) at approximately the midpoint of the bypass, where it connects to a grade separated interchange at Junction 51, which was previously constructed as part of the A1 upgrade motorway scheme.	and FBC. Work commenced on site in November 2014. The scheme was delivered within the £34.5 million budget and opened to traffic in August 2016 two months earlier than identified within the initial programme. Successful management was possible in part through stakeholder and public consultation approach which complied with the NYC's Statement of Community Involvement. The results of the consultation played a significant role in offering support for a bypass from the communities of Bedale, Aiskew and Leeming Bar.	construction procurement method. It was determined that the construction phase was to be delivered through an NEC/ECC Option A design and build contract. Following a successful funding application, interested contractors were engaged through the Official Journal of the European Union (OJEU) process.	defined management controls aligned to PRINCE2. NYCC used their Professional Services Framework Contract and an OJEU process to ensure quality controls were in place to deliver the project. Unique challenges: The bypass was delivered through three sites of archaeological importance including a Roman Villa and a late Iron Age enclosure, causing adverse impacts on each. Successful management was crucial in minimising the impacts the scheme had on the archaeological sites. This included undertaking a series of archaeological excavations ahead of construction and protecting the vast majority of the Aiskew villa complex which lies outside the road corridor by designating it as a scheduled ancient monument.
Scarborough integrated transport scheme	The Scarborough Integrated Transport Scheme (SITS) was developed to improve access into the seaside resort of Scarborough. The scheme bypassed the village of Osgodby and offered improved access into the resort of Scarborough with fewer junction interactions, and consequently reduced congestion and delay. Traffic flows on the A165 into Scarborough were significantly higher (approximately 30% more) in the summer, and combined with an increase in NMUs, resulted in a higher than average collision rate. The provision of a bypass of Osgodby allowed for the additional development of a park and ride site and for the introduction of bus priority measures to further reduce traffic impacts in the town centre.	The project was a £30.5M package of works consisting of the following elements: • A165 Scarborough Lebberston Diversion: 4.3km of new highway including three structures and a subway; • Introduction of bus priority measures on the A64 and A165 approaches to Scarborough; • A165 and A64 Park and Ride sites; and • Extension and upgrade of the Urban Traffic Control (UTC) system in Scarborough. The development of the work followed the Department for Transport Local Major Transport Scheme funding process and involved the development of an SOBC, OBC and FBC, with scrutiny at each stage by the DfT. Funding was awarded in 2006.	The SITS scheme was procured using NEC/ECC Option C contract with Early Contractor Involvement (ECI). The designer and contractor shared the same office during the design phase which enabled the contractor to fully understand and input to the design process, to price efficiently and to build relationships which would continue through the construction phase. The partnering approach worked very well on this scheme with the contract being completed on time, though the outturn cost was 10% over budget. The increase in cost was largely due to significant delays caused by the requirement for a major utility diversion, and issues relating to land for the Park & Ride which became unavailable. It was recognised by all parties that the partnering approach reduced the impact of these issues and greatly reduced the potential increase in costs. SITS was completed in 2009 with the road scheme open in December 2008 and the Park & Ride sites and services commencing operation in February 2009.	Project management controls included using accredited engineering consultants and contractors with clearly defined management controls aligned to PRINCE2. NYC used their Professional Services Framework Contract and an OJEU process to ensure quality controls were in place to deliver the project.
Kex Gill Bypass (Full Funding Granted February 2021)	The proposed £60m Kex Gill scheme will provide a new 3.94km diversion of the existing single carriageway section of the A59 addressing the issues of recurring landslips. A59 is part of the Government's Major Road Network (MRN),	In 2016, detailed work began on developing options to address the issue of landslips and instability on the A59 at Kex Gill. Following the appraisal of the 16 options, a number of the best performing routes (based on their ability to address the issues of	The preferred contract type is a traditional contract where Framework Engineering Consultants will undertake the design element of the scheme under the existing framework with NYC. It has been determined that the primary objectives in terms of cost and programme are most likely to be achieved by progressing	Project management controls included using accredited engineering consultants and contractors with clearly defined management controls aligned to PRINCE2. NYC used their Professional Services Framework Contract and will use an OJEU

	and a critical east west link and offers an important connection to sections of the Strategic Road Network (SRN), most notably Junction 31 of the M6 and Junction 47 of the A1(M)1.	resilience, connectivity, reliability and safety as well as their fit with national and local transport policy) were collated in to a 'consultation corridor'. Following the TAG approach to developing the SOBC, OBC and FBC, the preferred route alignment was developed following the results of the ground investigation works and extensive liaison with environmental, geotechnical and highway engineering specialists.	the scheme using the NEC3 Option A: Priced with activity schedule. Initial pre-Main Work Construction of the scheme commenced in 2023 ahead of the projected 2025 opening date.	process to ensure quality controls were in place to deliver the project.

Project Governance Structure, Roles and Responsibilities

The key project roles and responsibilities have been defined for the scheme and the governance structure is in place. These are summarised in **Table 6-2** and **Table 6-3**. At a programme level WYCA will have overall responsibility and accountability for any funding released by the DfT to the LCR regarding the TCF.

At the project level, NYC has in-house capabilities, supported by an established design and construction supply chain, with the required project management systems, skills and track record to be able to deliver this project successfully. The Council is being supported by an assigned Project Manager from WYCA who is working in partnership with NYC through the assurance process.

The council, and its predecessors NYCC and Selby District Council (SDC), have robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport schemes. NYC also has dedicated resources to deliver the scheme using PRINCE2 and Managing Successful Programmes (MSP) methodologies.

The key roles and responsibilities associated project level bodies are summarised in **Table 6-2.**

Table 6-2: Key Project Roles and Responsibilities (project level)

Project Role	Responsible Person/s	Project-level Responsibilities
Executive	[redacted], Assistant Director – Highways & Transportation, NYC	Overall responsibility for project.
Business Sponsor	[redacted], Head of Major Projects & Infrastructure, NYC	Oversight of major capital projects. Project representative at Portfolio Board (highways)

Project Manager	[redacted], Economic & Regeneration Project Manager, NYC	Day-to-day project management. Project representation at NYC TCF Project Board
Programme Manager	[redacted], TCF Programme Manager, NYC	Day-to-day NYC TCF programme oversight to ensure alignment with objectives and delivery. Project representative at Thematic Board
Highways	[redacted]	Highways support
Economic Development/Regeneration Representative	[redacted]	Economic development/regeneration support, local advice to the project. NYC Portfolio Board representative (regeneration)
Legal Representative	[redacted]	Legal support
Finance Representative	[redacted]	Financial support
Procurement Representative	[redacted]	Procurement support
Communications	[redacted]	Communications support
Project Assurance (WYCA)	[redacted]	WYCA representative present at Project Team meetings
Design Lead	WSP	Principal Designer, NEC Contract Management (tbc)
Delivery Contractor	Galliford Try	Principal Contractor

NYC TCF Project Board

The NYC TCF project board has been set up to oversee all three NYC TCF projects (Harrogate, Skipton and Selby).

The purpose of the NY TCF Project Board is to ensure the projects within the county are developed and delivered in accordance with the WYCA Funding agreement, DfT guidance, and the vision and objectives of the LCR TCF programme.

The board provides the direction for the projects, supports the Project delivery teams, challenges decisions, and ensures the development and delivery is on track, within budget and will deliver the required standards of quality whilst sharing scheme specific experience and lessons learnt across all three projects.

The NYC TCF Project board representatives and their roles are set out in **Table 6-3** below.

Table 6-3: NYC TCF Project Board Members

Board Member	Title	Board Role
[redacted]	Assistant Director – Highways & Transportation	Project Executive
[redacted]	Head of Major Projects & Infrastructure	Business Sponsor
[redacted]	TCF Programme Manager	Programme Manager
[redacted]	Economic & Regeneration Project Manager	Project Manager
[redacted]	Head of Regeneration - South	Senior User (Regeneration)
[redacted]	Area Manager, Highways Harrogate Skipton and Selby	Senior User (Highways)
[redacted]	Assistant Director Resources	Assurance (Finance)
[redacted]	Head of Legal Corporate Services	Assurance (Legal)
[redacted]	Communications	Assurance (Communications)
[redacted]	Galliford Try	Senior Supplier (Contractor)
[redacted]	WSP	Senior Supplier (Designer)
[redacted]	WYCA	Assurance (Funder)
[redacted]	DfT	Assurance (Funder)

The NYC TCF project board and project activity outcomes are reported back to WYCA on a monthly basis via its PIMS system and Thematic Board. The NYC TCF project board sits under the NYC Capital Projects and Infrastructure Programme Board, which is chaired by the Corporate Director for Environment and provides further oversight and assurance. It reports to the NYC Corporate Capital Projects Board, which is chaired by the Corporate Director of Resources (who is the Section 151 Officer).

WYCA Thematic Board

The purpose of the TCF Thematic Board is to ensure the projects are developed and delivered in accordance with WYCA and DfT guidance, and the vision and objectives of the LCR TCF

programme. The NYC TCF Programme Manager attends Thematic Board. The NYC TCF Programme Manager attends Thematic Board.

The board ensures coordinated development, and delivery of similar types of schemes and interventions, with common objectives, outcomes, and benefits. The board provides direction for the projects, challenge decisions, and ensure development and delivery is on track, within budget and will deliver the required standards of quality.

The role of the Thematic Board is to:

- Provide leadership, coordination, and direction to all aspects of the planning, programming, funding, procurement, implementation, and monitoring of the Access to Places work packages and schemes;
- Ensure monitoring of progress, cost and quality is undertaken in an effective manner;
- Provide a forum for strategic discussion and recommendations in relation to programme delivery, including the management of inter-dependencies between schemes and cross cutting issues;
- Ensure that the WYCA Assurance Framework is complied with throughout all stages of the programme planning, procurement, and delivery;
- Endorse the submission of business cases to the Combined Authority's appraisal team, following a review of the business case by the CA Programme Team;
- Promote partnership working, negotiate solutions with partners and stakeholders, and escalate any issues to Portfolio level that cannot be resolved at Programme level; and
- Ensure dissemination of best practice and lessons learnt, to inform this and future programmes.

WYCA TCF Portfolio Board

The TCF Portfolio Board operates on a by exception basis, with issues escalated up through Project to Thematic Programme to Portfolio Board.

The overall aim of the board is to provide strategic leadership, support and challenge to the TCF Portfolio ensuring development and delivery within agreed time, cost and quality parameters.

The board monitors progress made by the wider TCF Portfolio, implementing and disseminating required actions to ensure successful development and delivery of schemes.

The board provides oversight to the portfolio to ensure there is appropriate assurance and governance in place, providing the opportunity for risks and issues to be escalated from Programme Boards as necessary, including the management of the risk and contingency budget for the portfolio. The Portfolio Board also approves transferring of funding between the thematic programmes board, should the situation arise including the management of the Portfolio Risk & Contingency budget for West Yorkshire and release of funding when necessary.

Further detail on the Portfolio Board, including its role and terms of reference, is provided in **Appendix AD.**

Attendees of the Portfolio Board and their respective roles are identified in **Table 6-4** below (other council attendees removed).

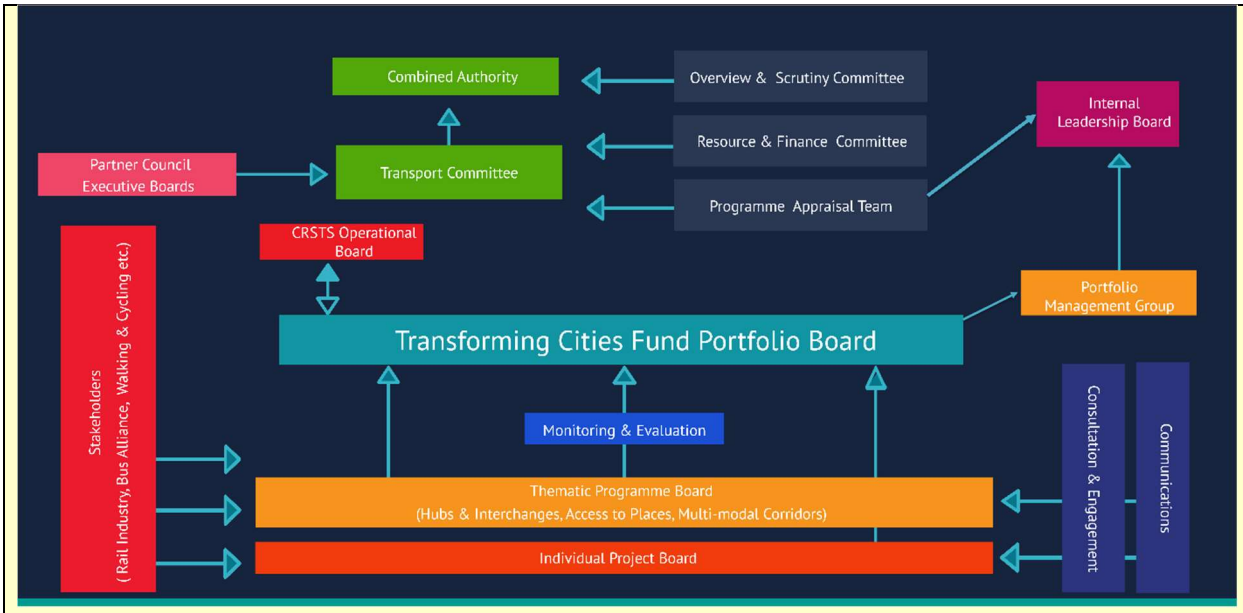
Table 6-4 – TCF Portfolio Board Members

Name	Title	Organisation	Role
[redacted]	Head of Transport Implementation (Chair/SRO)	WYCA	Member
[redacted]	Transforming Cities Implementation Lead	WYCA	Member
[redacted]	Project Assistant	WYCA	Attendee (Board support & Admin)
[redacted]	Transport Lead (Projects), Transport Implementation	WYCA	Member
[redacted]	Head of Finance	WYCA	Attendee
[redacted]	Multi-Modal Corridors Programme Manager	WYCA	Attendee
[redacted]	Access to Places Programme Manager	WYCA	Attendee
[redacted]	Hubs and Interchange Programme Manager	WYCA	Attendee
[redacted]	Consultation and Engagement Manager (Transport)	WYCA	Attendee
[redacted]	Lead Communications & Marketing Officer	WYCA	Attendee
[redacted]	Policy Manager	WYCA	Attendee
[redacted]	Head of Major Projects & Infrastructure	North Yorkshire Council	Member
[redacted]	Head of Regeneration – South	North Yorkshire Council	Member
	Senior Highways Officers	Bradford, Calderdale, Kirklees, Leeds, Wakefield and City of York councils	Member

The Portfolio Board meetings are scheduled on a monthly cycle where possible.

The relationship of the Thematic Board to the TCF Portfolio board, as well as governance boards within the Combined Authority and Partner Councils is shown in **Figure 6-2 below.**

Figure 6-2: TCF Governance Structure



Management of the Project

The project follows the principles of PRINCE2 as well as the project controls, processes and reporting set out in this document, which will ensure that all stages of the project are managed consistently and effectively. Specifically, it will ensure that:

- An appropriate control and reporting framework is put in place to effectively manage the project as required by the project board;
- An appropriate project framework is put in place that effectively manages all issues and risks; and
- A robust change management process is put in place to manage all project changes.

Project Execution Plan

An updated Selby TCF Station Gateway Project Execution Plan (PEP) presents all of the pertinent project information and project management details.

The PEP is presented in **Appendix AE** and provides a clear and detailed overview of the management framework for the project, giving details of:

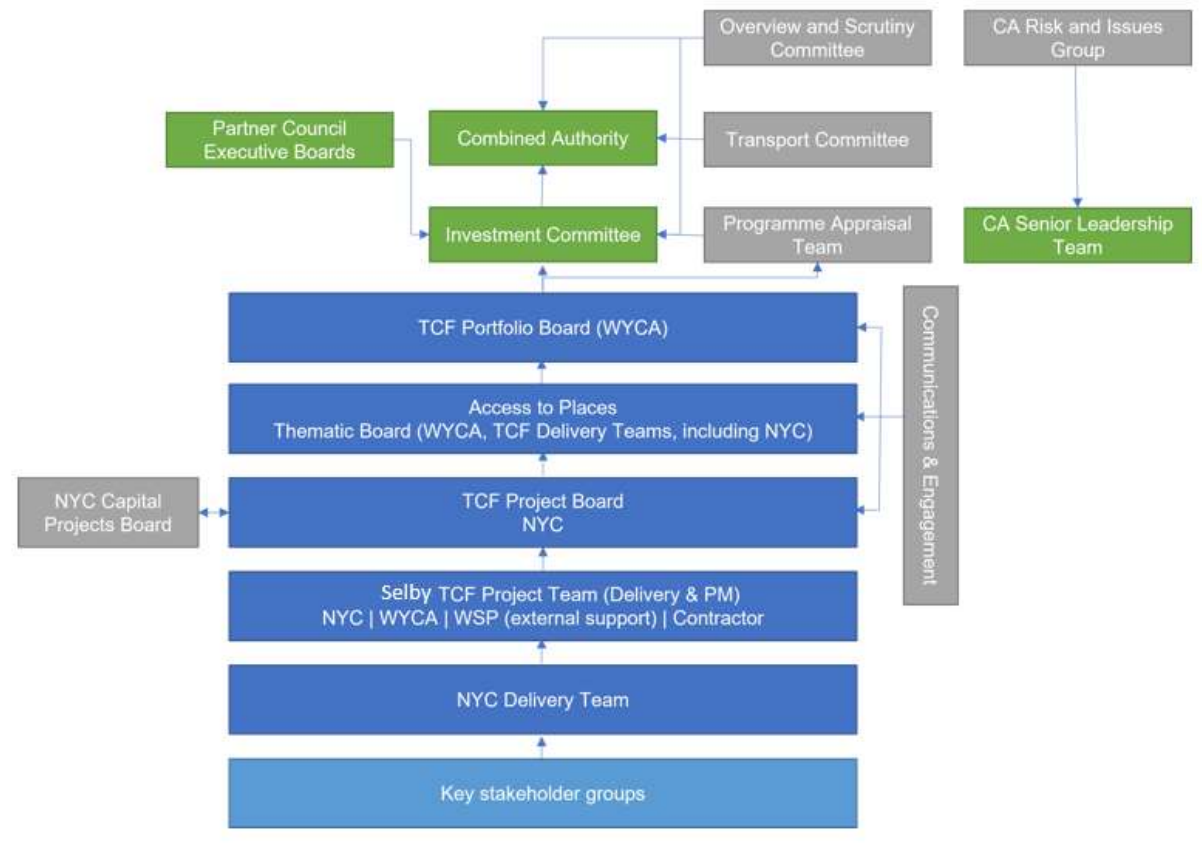
- Project Background, Objectives, Scope and Methodology;
- Assumptions, Dependencies and Constraints;
- Governance and Communications;
- Quality Plan;
- Project Plan; and
- Project Controls and Reporting.

6.1.2 Which organisations are involved in the delivery and management of this project?

Project Governance Structure

The project governance structure is set out in **Figure 6-3** below which identifies the organisations involved in the delivery and management of this project.

Figure 6-3 – Illustration of Project Governance Structure



Project Delivery Partners

As shown in the project governance structure above, the Project Team is comprised of representatives from NYC, WSP and Galliford & Try. The role of each delivery partner and their external support is summarised in **Table 6-5** below.

It should be noted that the Selby Station Gateway TCF scheme was originally jointly promoted by North Yorkshire County Council (NYCC), the Highway Authority, and Selby District Council (SDC).

Since 1 April 2023 the county's local government structure has been replaced with a new unitary council, "The North Yorkshire Council". NYC is now the responsible organisation for the management and promotion of the three TCF schemes in North Yorkshire: Selby, Skipton and Harrogate.

Table 6-5: Project Delivery Partners	
Organisation	**Role in project delivery**

West Yorkshire Combined Authority (WYCA)	WYCA is the lead partner who manages delivery, budgets and outcomes at a TCF programme wide level.
North Yorkshire Council (NYC)	NYC is the scheme promotor managing the delivery of the project and its business case, are responsible for the detailed design process, procurement, and management of construction contractors, and ensuring the outcomes are achieved at the project level.
WSP (external support)	WSP is the supporting consultant and has been involved with the project since the initial concept stage. WSP supported with the scheme identification and selection, appraisal, as well as developing the feasibility, preliminary and detailed designs. WSP is the Principal Designer. WSP has experience and expertise in business case proposals, optioneering for cost benefit analysis, planning applications and detailed design for major infrastructure projects for central and local government clients.
Galliford Try (Contractor)	The appointment of Galliford Try as contractor for the NYC TCF Projects occurred in November 2021. The selection and procurement of the contractor is summarised in the Commercial Case. The Contractor is responsible for overseeing all aspects of the construction of the scheme in accordance with the approved plans. This includes, but not limited to the management of the following; procurement of labour, materials and equipment and the programme of works. The two-pronged procurement of GT was intended to facilitate early collaboration been between NYC, designer and contractor to enhance project outcomes. The commencement of the Stage 1 ECI contract has meant that the contractor has provided input into design development, construction constraint intelligence, construction methodologies, materials selection, and identified cost-reduction opportunities during the design phase informing the FBC budget estimate. The Stage 2 contract's inclusion of a pain/gain share option incentivises both client and contractor to manage project costs so that they remain within the project envelope.
Network Rail (Station Freeholder)	Asset owner. As freeholder of the railway station, station car park, highway (Station Road, in Selby) and track areas Network Rail has to consent to the proposals that affect its estate. Regular meetings are held to agree the project's design and construction, and to obtain formal consent.
TransPennine Express (Station Leaseholder)	Train Operating Company and Station Facility Operator. TPE has to consent to the proposals that affect its leased area. Regular meetings are held to agree the project's design and construction, and to obtain formal consent.

6.2 Scheme Programme
6.2.1 What is the anticipated scheme delivery timeframe?
A detailed programme for the delivery of both Selby TCF Phases 1 & 2 and the associated critical path is included in **Appendix AF**, this includes the phasing and dependencies

associated with each activity/ milestone through from FBC submission through to scheme completion. Phase 1 of the project (excluding the Bawtry Road Underpass and The Cresent junction upgrades) is anticipated to take 6 months from Approval to Proceed, with a start in September 2024 and completion in October 2026. Phase 2 programme extends construction works through to December 2026, an additional 2 month duration.

The scheme programme scopes and defines key project elements, allowing the project manager to ensure important milestones, key tasks on the critical path and any project dependencies/ constraints do not hinder the delivery of the scheme. The programme, produced using Primavera P6 for the Delivery phase and MS Project from FBC to Stage 2 award, is subject to review by the project team, including the contractor, Principal Designer, Project Manager and NYC, to monitor and challenge the acceleration or delay of tasks within the overall programme.

The approach has previously been used to deliver WYCA schemes such as LPTIP and ensures that a robust and tested process has been used to develop a comprehensive, fully linked programme, which identifies critical path through to each key milestone of the project.

The programmes are live documents that are proactively managed by the Project Management Team.

During the FBC Stage, monthly meetings were held between the project delivery and technical teams to review progress, update the programme and identify and programme risks, rising more frequently where needed. During the construction period formal monthly meetings will be held, with additional weekly contract/ project management meetings or site visits. Any significant programme issues will be reported to Project Management Team and escalated to the NYC Project Board as required.

Table 6-6 below sets out the key milestones and agreed decision points the project will go through.

The project team through FBC stage have been continuously striving to identify programme opportunities/ contingencies to reduce project costs and accelerate delivery of the TCF project where possible. In recognition of the fixed TCF funding envelope NYC, working in partnership with WSP and Galliford Try have divided the original project vision into phases. Phase 1 is deliverable within the overall North Yorkshire programme budget (consisting of TCF and NYC match monies). Completion of the remainder of the project (Phase 2) exceeds the current TCF funding. However, delivery of these elements (and those phase 2 elements of the TCF projects in Skipton remains the highest Southern area regeneration priorities for the council. NYC remains committed to delivery subject to alternative funding being secured. Both phases have significant cross-party local political support, including the MP, as well as key stakeholders. Delivery of Phase 2 would realise the scheme specific and LCR objectives of TCF.

In addition to ensuring the TCF project remains affordable, delivering the Phase 1 scheme (as opposed to Phase 2) has generated programme savings reducing the overall construction duration of the TCF project by 2 months.

The construction methodology itself has been prepared by GT and agreed in principle with NYC highways officers. Town centre constraints have largely informed the construction programme and methodology, in particular, maintaining traffic flow, distances between junctions/signals, maintaining bus and rail operations, impacts on the nearby swing bridge

mechanism, and ensuring continued vehicle movements to/from Cowie Drive. Having this robust construction programme is key benefit of the Stage 1 ECI contract with GT. Engaging with officers early and seeking agreement on the methodology provides WYCA with surety that the programme will be met and that there will be no unforeseen delays following the release of funding through delivery.

As discussed in section 3.2.3 of the Commercial Case, speed limit reductions on Station Road and Ousegate would be established at the project commencement to provide safe and flexible working space. Road works would be carefully sequenced to avoid delays for road users at temporary traffic lights. Mitigation plans to avoid overall disruption to Station operations and the highway network have been developed by GT with key stakeholders such as bus operators, NR, TPE and the NYC Area Highways Team. The construction programme prepared by GT has been designed to keep the overall level of disruption faced by people travelling in the local area during the delivery period to a minimum, resulting in an increase in overall construction duration between OBC and FBC stages. The construction programme duration reflects the complexities of working in a constrained town centre environment with historic narrow street, geographically constrained by the river Ouse with only two crossings, and the railway that trisects the town and includes the low bridge on Ousegate, with few alternative routing options for network users.

Variances between OBC and FBC

Since submission of the OBC, programme milestones set out in the original programme. The original estimated 12-month construction period has extended, resulting in a 37-month delay in project closure. The construction period is now anticipated to take place over a 24-month period, between September 2024 and October 2026, at which point the project will close. Contractor involvement has informed this revised construction programme, based on previous experience in similar town centre locations and the constraints identified above. The lead-in time – to place materials orders and complete utilities diversions – has also been informed by contractor involvement. There is suitable programme contingency built into this revised construction duration, and it also seeks to minimise local network delays and disruption.

As detailed in the post-PAT Conditions Report (**Appendix O**), the clarification of the Network Rail requirements and their overarching assurance process has delayed the scheme programme by approximately eight months. Network Rail's Access for All project at Selby (itself delayed) has impacted the TCF's development, both in terms of NR's prioritisation/focus and necessitating late-stage TCF design alteration.

This delay was exacerbated by late-stage information from Network Rail which has resulted in the descoping of the station building replacement through the TCF project. Contractor concern about the poor condition and structural integrity of the (listed) canopy structure on platform 1, and the consequent likely risk and increased cost to protect them meant that the TCF Project Board made the decision to descope a new building through the TCF, and to focus on non-structural improvements via light-touch frontage treatment instead. This will be led by NR and integrated with their existing canopy renewal project. Since this decision was made further movement of the canopies has been detected, the structure has been scaffolded and NR is looking to bring forward its remediation programme at Selby station.

This late confirmation of the canopy's condition by NR meant that alternative design solutions had to be explored with the resultant impact on the TCF development's programme. It has

also impacted the completion of rail approvals for the overall TCF project. To manage and mitigate against any future programme slippage NYC is regularly liaising with NR and TPE to obtain informal approval, including from other TOCs prior to formal Station Change which cannot start until FBC approval is given. Station Change will be twin tracked alongside WYCA AtP Approval.

NYC will continue to notify WYCA and the DfT risk to programme. However, as administrators of the funding NYC would welcome the support of the CA and DfT to aid progression through the NR assurance and ORR Station Change processes.

Table 6-6: Summary of Scheme Programme

Key Milestone	Selby TCF Phase 1		Critical Path Item (Y/N)
	Forecast Start Date	Forecast Finish Date	
Detailed Design	Nov-21	Dec-23	Y
TROs	Dec-23	Feb-24	Y
Determination of S73 Planning Application (including Committee Meeting)	Aug-23	Feb-24	Y
Submission of FBC to WYCA		Dec-23	Y
Approval of FBC	Jan-24	Mar-24	Y
NR Station Change approval	Mar-24	Apr-24	Y
Submission of AtP Form to WYCA		May-24	Y
WYCA AtP Granted		Jun-24	Y
Contractor award and mobilisation period	Jul-24	Sept-24	Y
Start on site		Sept-24	
Project Closure		Oct-26	

6.3 Delivery Constraints & Risk Management

6.3.1 What Delivery Constraints exist?

Constraints

Since the submission of the revised OBC in September 2021, NYC has successfully overcome / de risked the following project delivery constraints:

- Planning approval – granted in September 2022. Notification of approval included in **Appendix AG**
- Voluntary acquisition of all land required, including agreement to Cowie Drive layout and the acquisition of Selby Business Centre (required for the delivery of the Station Plaza) details included in **Appendix AH**;
- The completion of PACE Stage ES4;
- DfT confirmed North Yorkshire TCF project spend deadline extended from March 2023 to March 2025 to be on a par with West Yorkshire projects;
- Certainty on required utilities diversions and drainage information;
- Confirmed traffic management requirements and constraints; and
- Less risk relating to material availability and supply chains.

The residual Client delivery constraints associated with the Phase 1 Selby Station TCF scheme are summarised in Table 6-7 below.

Mitigation measures have been put in place as far as possible to minimise the impact of these constraints. As the project progresses, the Project Board will be responsible for regularly reviewing the programme and delivery risks as part of the risk management approach and will assess impacts on milestones as any changes become apparent.

Dependencies

All components of the Phase 1 and 2 Selby Station Gateway project can be delivered independently and are not dependent on the delivery of any external projects in order to proceed. Where there is the potential for external schemes in Selby to overlap, the programme has been considered and structured accordingly to maximise efficiencies as well as minimise potential conflicts and customer disruptions. There has been consideration of how the TCF works at around the station may interact with the delivery of the Network Rail Access for All (AfA) scheme and the canopy renewal works at the station. The AfA scheme is on site and is due to complete in springy 2024, prior to TCF construction. NR is seeking to commence the canopy works before the end of 2024. As this will be track side the level of interface with the TCF project is anticipated to be far less than the AfA scheme. Regular liaison with NR and TPE will continue until the TCF is complete.

Table 6-7: Key Delivery Constraints

Delivery Constraint	Scheme Position
Funding Approval	The delivery of the scheme is reliant on the timely approval of TCF funding by both WYCA and DfT. Any delay in approvals would push scheme completion beyond October 2026. It is also contingent on approval of project spend beyond March 2025. Currently it is assumed that the expenditure of TCF monies between May 2024 and October 2026 is palatable providing a construction contract has been signed, construction works have commenced on ground and that all match funding would be profiled to the end of the scheme.

Planning consents	A full EIA planning application (2022/0031/EIA) for the Phase 1 and 2 Selby Station Gateway scheme was approved on 20th September 2022. The following planning and listed building consents to regularise subsequent design changes have been submitted and will be determined by March 2024. Some conditions will be discharged in the lead into construction start: • Section 73 revision to vary the existing granted planning permission and discharge or modify specific conditions. • The ongoing discharge of remaining planning conditions • Listed Building Consent for demolition of the entrance walls to Cowie Drive.
Station Change (Regulatory Consent)	The Office of Rail and Road (ORR) is the independent regulator for the UK rail network, responsible for issuing and modifying licences for train and station operation, approving access contracts for track, stations, and maintenance depots. Approval will be sought from the ORR for new and modified access agreements to station assets at Selby. NYC is progressing Station Change. Formal station change can only begin once the funding has been confirmed, that is once FBC has been approved. Applying for station change before this introduces programme risk should WYCA approvals delay the construction start date. This would then require a second station change application. Station Change must be accepted by the ORR before construction.
Rail Industry Interface & Approvals	The scheme proposes to make significant changes to railway assets under the ownership of Network Rail and (for the most part) leased to TPE. A BAPA is already in place for the scheme. Network Rail and TPE require 28 days for the checking and approving of permanent and temporary works designs, and any possessions (Form 001, 002, 003 and 004 design submissions). Sufficient programme contingency has been allowed for at this stage, but remains a risk given previous experiences.
Land Acquisition	All land required for the scheme will have been secured by voluntary acquisition by construction start. [redacted] A summary of the land acquisition requirements for the TCF project is included in Appendix AH.
Compulsory Purchase Orders	Constraint removed as no CPOs required.
Public consultation	Three rounds of public consultation have been held on the scheme proposals, all of which have demonstrated support for the scheme. The first consultation took place in Autumn 2019, to gauge initial support and inform early development of the scheme options. The second consultation took place in February- March 2021, and sought feedback on the feasibility designs prior to the preliminary design phase. The third and

	final round of public consultation launched on 19th October 2021, to conclude the preliminary design phase and report the 'You said, we did' updated proposals to the public. The outcomes of the exercises are presented in **Appendices F and G**. Public and political support is not considered to be a project constraint at this FBC stage.
Public Inquiry	N/A
Traffic Regulation Orders	NYC legal has drafted four TRO orders for parking and waiting restrictions, two lengths of one-way including prohibited turning movements to reenforce one-way changes, 20mph speed limit changes and the contraflow cycle lane. These were published for statutory consultation on the 14th December 2023. The consultation period for TRO's will close on the 11th January 2024, where responses will be collated.
Transport and Works Act	N/A
Public sector match funding	At OBC stage, match funding from former SDC and NYCC for the TCF project totalled £2m, 9% of the total outturn cost. Since then SDC increased its match contribution, demonstrating the council's commitment to delivery of the project. This has been carried over into the new council. This brings the total match funding to £5.01m (excluding any funding for the plaza), 20% of the outturn project cost to help mitigate cost escalations, which demonstrates to both WYCA and the DfT local intent and investment to deliver the project. *The £0.05m of Changing Places funding has been withdrawn due to the removal of works to Selby Station from scope and expenditure timescales. However, this funding has been reallocated to provide a Changing Places facility at the current bus hub building and so will provide an additional benefit to bus and potentially rail users.* A NYC S151 Letter confirming available match funds is contained in **Appendix AC**. Public sector match funding is not considered to be a project constraint at this FBC stage for the delivery of TCF Phase 1. To deliver the Phase 2 TCF scheme, additional funding of £7.16m would be required.
Private sector match funding	N/A
Supply Chain Impact	Potential supply chain impacts can introduce delays, increase costs, and affect the overall deliverability of the project within the anticipated programme. The aftermath of Brexit, the COVID-19 pandemic and ongoing war in Ukraine disrupted supply chains, impacting labour supply and access to and the transportation of materials, impacting construction timescales. Whilst the construction industry has now largely overcome

	these issues and impacts are now considered low risk, there is still the potential for future disruption. This constraint is captured and reviewed through the risk register and the constraint has been incorporated into the construction programme.
Procurement contracts	A Contractor (Galliford Try) has been appointed through a two-stage ECI NEC contract. A stage 2 works contract will be entered into following FBC approval and confirmation of the Target Price.

6.3.2 What approach is being adopted towards risk management?

Risk Management Strategy

Risk management is a continual process involving the identification and assessment of risks and the implementation of actions to mitigate the likelihood of them occurring and impact if they did. For this project, the NYC Project Board oversees risk management chaired by the Senior Responsible Owner (SRO) and supported by the Economic & Regeneration Manager.

Risks are continually monitored and the TCF Programme Manager will report will very high risks requiring management intervention to the Thematic Board.

The board meets monthly and is attended by Project Managers from the Scheme Promoter and Delivery Partner teams who are developing the scheme and who provide highlight reports outlining progress, key risks/issues and financial forecasting on the project.

Through the FBC stage risk reduction and value engineering activities has continued to support the delivery of the scheme.

Risk Management Process

Risk management is seen as a key process underpinning good scheme governance and achievement of scheme objectives in a cost-effective manner.

A quantified project risk register containing Client (public) project risks have been developed (Appendix H), with inputs and review from highway and structural engineering, geotechnical, planning, transport planning, quantity surveyors, and environmental disciplines, and contractor. This is managed by NYC's Project Manager. Construction risks have also been quantified by GT and are reported as Contractor (private) project risks in Appendix H.

Project risks are reviewed and updated on a monthly basis as the project progresses. Each identified risk is assessed in terms of its impact on cost, time and quality. The probability of the risk occurring is also estimated.

Risks captured in the risk register are categorised by the following:

- Communication / stakeholder management;
- Environmental;
- Project Management;
- Financial;
- Competitive;
- Regulatory / Statutory; and
- Service Delivery / Service User Risk.

All risks identified in the Risk Register have an owner identified. High residual impact risks are reported to the NYC Projects Board, and WYCA Thematic or Portfolio Boards as necessary. Required mitigation measures are discussed at the appropriate level and mitigations actioned by the NYC PM.

As the project approaches delivery, client risks will be formalised and allocated to NYC and the identified construction risks will be transferred to Galliford Try.

Risks will be continuously managed to project completion through the following measures:

- Regular review and update of Risk Register;
- Experienced team in delivering road works, with knowledge of recent costs and comparative benchmarks; and
- NEC contract management from the team, with a dedicated Contract Manager used to working with Target Costs.

The key risks are listed below in **Table 6-8** of **Section 6.3.3.** As mentioned above, risks have been allocated between contractor and client (NYC). The QCRA only includes client risks, with a separate contractor risk register and risk allocation within the contract price.

Quality Statements relating to Relevant Policies and Guidance

Compliance with Network Rail / Rail Industry Standards (including Accessibility)

To date, the scheme has been designed in line with all relevant Network Rail standards, the PRM TSI and the Code of Practice for the design of accessible stations.

The Network Rail Route Requirements Document identifies a full list of standards that the project must comply with when following the Project Acceleration in a Controlled Environment (PACE) process stages ES4 and ES5.

Compliance with LTN 1/20

We can confirm that the active mode design features have been designed where possible in accordance with the Local Transport Note 1/20. **Appendix L** contains the cycle level of service assessment for the Selby Station Gateway scheme at OBC stage.

Green Streets Strategy

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

The GSS provide additional the background information which has been focused on the Green Streets Principles and how they can be applied to the context of Selby Station Gateway to benefit placemaking for cyclists, pedestrians and public transport users. The GSS been guided by input of the Project Team and relevant stakeholders to ensure the scheme is suitable and robust within the context of the requirements for the town and conservation area setting and the funding available, whilst also enabling a 'transformative' and high-quality design. The full GSS is presented in **Appendix M**. The philosophy has been retained through detailed design.

Carbon Mitigation

An assessment to quantify the likely Greenhouse Gas Emissions impact has been updated as part of the progression from OBC to FBC. This includes completion of WYCA's new Carbon Zero Appraisal Framework, which comprises a compilation of tools and methods used to support the appraisal of climate change impacts of transport development.

The framework provides an additional and wider ranging scope and method for determining carbon and resilience impacts. Compared to traditional, adopted TAG methods, the Carbon Zero tool provides a more accurate reflection of the whole-life impact of the scheme on greenhouse gas emissions (referred to as carbon) and considers resilience of the scheme to changing climate conditions. In doing so this is intended to provide decision-makers with a fuller understanding of how the scheme is likely to influence the climate emergency and net-zero targets. The completed WYCA Carbon proforma is presented in **Appendix D** and the impacts and outcomes discussed in the Strategic Case.

Equality Impact Assessment

As part of the progression from OBC to FBC, an updated Equality Impact Assessment has been undertaken (see **Appendix AI**).

The equality impact assessment ensures that the proposed Selby Station Gateway scheme is in line with all strategies, policies, service and functions and has given sufficient consideration to equality, diversity, cohesion and integration.

Consideration has been given to the potential for any adverse equality impacts arising from the Selby TCF. It is the view of NYC that the project would not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010, and indeed ought to improve for some people. The scheme will enhance accessibility for people with disabilities by improving surfaces, reducing obstacles and reducing conflicts with other road users.

6.3.3 What are the Scheme Headline Risks

The post mitigated headline risks for the Phase 1 TCF project are presented in **Table 6-8**. Scheme Risk Registers for TCF Phases 1 and 2 are presented in **Appendix H.**

The impact of each risk on cost, reputation and schedule are detailed in the risk register alongside key mitigation activities.

Table 6-8: Scheme Headline Risks

Risk/ constraint	Description, Causes and Consequences	Mitigation
Rail: Detailed Design may not be accepted by rail organisations (within required timescales)	Late-stage design change requests made by rail organisations. Yet to apply for Station Change, operators (excl. TPE) have not yet been formally consulted. **Consequences:** 1. Impact on programme (FBC/AtoP approval). 2. Additional redesign costs	1. Regular liaison between NwR and TPE to have early visibility of the design and treat as an opportunity to obtain informal feedback prior to formal submission. 2. Share Design Submission date with NR to enable resource planning 3. Pre-brief other TOCs prior to Station Change

		4. NYC to instruct WSP to prepare Station Change application
Signal ducting: No capacity to reuse ducting for Ousegate/A19 (and The Crescent/Bawtry Rd) junctions works	The ducting may not be reusable, requiring design change and/or increasing cost, with possible impact on swing bridge operation during temporary works.	1. Duct survey to be carried out prior to construction 2. Regular engagement with signals team during construction. 3. PM approval for any alterations to design
Ground and building conditions: may be worse than anticipated / contaminated	Water tables in the area can vary and parts of the scheme have been in industrial use for many years. Consequences: 1. Possible delays or additional waste disposal costs whilst dealing with contamination. 2. Impact on the deliverability of elements (e.g. retaining walls) - might be too costly and/or not be deliverable.	1.Trial Holes to be undertaken to verify GPRS 2.Possible amended design/descoping on site - if required
Unexpected buried services, structures, lighting, highways, landscaping, signal poles, archaeology, and utilities could be encountered during construction.	Some of the infrastructure interventions require excavation in areas that have not been disturbed for many years and where information is unavailable. **Consequences:** 1. Diversions and redesign would be required, at extra cost and programme delay.	1. Review extents/depths of excavation to reduce risks where possible. 2. Ensure all C3s returned. C4 estimates to be obtained. 3. Ensure archaeology planning conditions in place prior to construction. 4. Instead of excavating, skim planning and overlaying will be utilised where feasible.
Utility diversions impact construction	Utility providers take longer lead in/works time than planned **Consequences:** 1. Delay to programme	1. Ensure all C3s returned. C4 estimates to be obtained. 2. Place major utilities orders prior to construction
Stakeholders: Change in constraints/working areas by third party stakeholders	Unforeseen changes in operational requirements and working space/time extend programme **Consequences:** 1. Potential of objection to works licences/permissions 2. Possible compensation claims for disruption3. Redesign on site	1. Discussions with stakeholders to be robust and clearly documented. 2. Stakeholder tracker to be used, and to be a key priority in the Communications Strategy.

6.3.4 Has a Quantified Risk Assessment been carried out?

TAG Unit A1.2 requires all project related risks, which may impact on the scheme costs, to be identified and quantified in a Quantified Risk Assessment (QRA) to produce a risk-adjusted cost estimate.

The outcome of the QRA process is the prediction of an 'expected' risk value which provides confidence levels of the risk outcomes, factoring in the various probabilities of these risks materialising. This effectively informs the 'risk adjusted cost estimate'. The risk assessment has been undertaken using the following process:

- Risk identification;
- Risk quantification;
- Assessing the impacts of risk;
- Assessing the likelihood of risk; and
- Managing risk.

Each risk has been evaluated in terms of the cost outcomes of the risk. Whilst DfT recommends the use of empirical evidence to estimate a range of cost outcomes, it is noted that 'common sense approximations' should be used when such empirical data is not available, rather than aiming for unrealistic levels of accuracy. The estimates have been derived following input from each discipline specialist working alongside the Quantity Surveyor and risk management team, to ensure estimates of cost and probability, are complete and accurate, and consistent with the basis of the base cost estimate.

As part of the progression from OBC to FBC, an updated Quantified Risk Assessment (QRA) has been completed by the design team and is attached as Appendix H.

The QRA indicates that the project has an associated client (public sector) Risk value of **£** £470,628 (Pmean, post-mitigation). It is understood that the QRA amount will not be held by the Combined Authority and therefore will be included in the funding 'ask' and subsequently detailed in the funding agreement between the Combined Authority and the Promoter. It is acknowledged that it will be the responsibility of the Scheme Promoter to manage the QRA including updating the status through quarterly claims. An allowance for risk of £1,200,000 has been included in the cost build ups.

6.4 Communications and Stakeholder Management

6.4.1 Does the Project have a Communications Strategy?

Communications Plan

A scheme specific Communications Plan has been developed and is presented in **Appendix AJ**.

The main aim of the Communications Plan is to ensure that stakeholders and members of the general public are kept informed throughout the development and implementation of the project. This ranges from keeping key stakeholders updated with critical information, essential to the successful delivery of the scheme to providing information to the general public.

Engagement with Key Stakeholders

As set out in the Strategic Case the scheme has been subject to a comprehensive level of engagement and consultation.

At OBC stage, the Scheme Promotor actively engaged with a number of key stakeholders to get their feedback on the emerging designs and secure their buy-in to the preferred proposals. Engaging with key stakeholders throughout the design phase has ensured that a collaborative approach in the development of the proposals has been followed.

Engagement with key stakeholders, including, council officers, Canals and Rivers Trust, Network Rail, TransPennine Express, private landowners, Planning and Historic England has been ongoing since project inception in October 2020 and will continue throughout delivery.

Most recently a number of stakeholder workshops have been held alongside the public consultation exercise. These are summarised in **Table 6-9**.

Table 6-9 - Summary of Stakeholder Engagement

Date	Theme	Stakeholder Attendees
27th September – 21st October 2019	**Public Consultation Stage 1**	Public members and stakeholders including seldom heard groups
August 2020	Green Streets Workshop	WSP (multi-discipline design specialists) SDC Officers NYCC Officers
Fortnightly (project commencement – present)	Selby Station Gateway Governance	Network Rail Trans Pennine Express
18th December 2021	Network Rail/ TPE – Local Delivery Group	Network Rail – (Route Sponsorship, Asset Management, Property and Maintenance) TransPennine Express – (Stakeholder, Commercial, Property)
Multiple	Selby Station Gateway - Design Feedback	Officer engagement sessions (including NYCC Highways, NYCC Network Management, NYCC Development and SDC CAZ Officer)
27th November 2020	Olympia Park Bridge	Canal & River Trust (CRT)
9th December 2020	Selby Station Gateway	Historic England
15th December 2020	Selby Station Gateway	Arriva
27th January 2021	Ousegate Active Travel Corridor	Canal & River Trust (CRT)
29th January 2021	Selby Station Gateway	Arriva

24th February 2021 onwards	Public Consultation Stage 2	Public members and stakeholders including seldom heard groups
16th February 2021	Selby Station Gateway – Air Quality	SDC Environmental Health & Air Quality Officers
4th March 2021	Public Open Session 1	Public
12th March 2021	Public Open Session 2	Public
18th March 2021	Selby Station Gateway	NYCC & SDC councillors
19th March 2021	Selby Station Gateway	Sustrans and Trans Pennine Trail
24th March 2021	WYCA Project Deep Dive	WYCA Officers
1st April 2021	Selby Station Gateway – Cowie Drive impacts	Local resident
6th April 2021	Selby Station Gateway	Police
8th April 2021	Selby Station Gateway	Selby Town Council
14th April 2021	Selby Station Gateway	Selby Civic Society
11th May 2021	Selby TCF LLFA	LLFA Officer
21st July 2021	Selby Station Gateway Accessibility Site Visit	Seldom Heard User Groups
22 July 2021	TCF Selby Area Maintenance/ Asset management	NYCC Area Maintenance Officer
26th July 2021	TCF Selby Design quality review session	WYCA design officers
23rd & 26th September 2021	Selby TCF Collaborative Preliminary Design Sprint – Parts 1 & 2	SDC Officers NYCC Officers WYCA Programme Officer
24th September 2021	NR Option Summary Report	Network Rail (ASPRO)
18th October – 12th November 2021	Public Consultation Stage 3	Public members and stakeholders including seldom heard groups
29th October 2021	Walking tours to showcase design proposals	Public members and stakeholders including seldom heard groups
30th October 2021	Walking tours to showcase design proposals	Public members and stakeholders including seldom heard groups
2022 onwards	Regular detailed design and project updates	Councillors and MP.

The feedback from these engagement sessions and public consultations were reviewed and where possible incorporated into the design.

6.5 Benefits Realisation

6.5.1 Benefits Realisation Plan

The tracking of scheme outputs and outcomes is key to understand the success of the intervention. The realisation of benefits is intrinsically linked to the Monitoring and Evaluation plan. The project Logic Map is included in **Appendix C** and details how the scheme addresses local transport problems through the expected inputs, outputs, outcomes, and wider impacts.

WYCA's new Benefits Realisation Plan (BRP) proforma has been completed and is included in **Appendix AK** which reflects the anticipated outputs and outcomes identified in the logic map. It also includes a summary of key Benefits Profiles.

The Benefits Realisation Plan has been developed by the Project Team reflecting the key outcomes and outputs being delivered and ensures key ownership of each deliverable within the plan. The Benefit Realisation Plan will provide WYCA assurance that:

- NYC are committed to the identified benefits and their realisation;
- The benefits process will be actively managed;
- The benefits will be tracked and effectively resourced; and
- That accountabilities for those responsible for each benefit to be monitored are identified.

This links to the Monitoring and Evaluation Plan (M&E Plan) for the Selby Station Gateway scheme, which is detailed in the next section.

6.5.2 Is there a Monitoring and Evaluation Plan?

The Selby TCF Monitoring and Evaluation Plan has been updated to support this FBC and addresses the new changes in WYCA's M&E framework. The M&E plan is provided in **Appendix J**.

Monitoring and evaluation is required by WYCA and the DfT to demonstrate that funding provided from the TCF fund represents value for money to the taxpayer, and that the assessed outputs and outcomes will be monitored and evaluated, and appropriate additional action/s can be undertaken.

The M&E Plan has been drafted to measure, monitor, and evaluate the scheme objectives and outputs set out in Section 1.1.

It outlines the data collection process, the plan for pre-construction and future monitoring and evaluation, as well as confirming the monitoring and evaluation responsibilities. Project specific outputs and outcomes will be monitored and evaluated locally by NYC, who will issue results to WYCA who will be reporting programme outcomes and impact back to the DfT.

The plan has been developed to be proportionate, in line with the DfT and Magenta Book guidance for a scheme of this size.

An indicative budget for undertaking M&E of £50,000 has been included in the outturn project costs for the Phase 1 TCF Project. This will be refined once survey quotes are received from the market, closer to the construction site on site date (est. June 2024).

The M&E will be managed throughout the project the NYC Project Manager.

6.6 Change Management

6.6.1 How will changes be managed

The NYC Project Manager is responsible for managing the change control process. A robust change management structure has been put in place for the project and is subject to the following considerations:

- Change requests can be raised by any stakeholder of the project and will be assessed by the NYC Project Manager before referral to the project board. NYC have a standard change request template, which has used for the project;
- If the change falls within the project board delegations and tolerances, then the change will be dealt with there and reported to Thematic Board as required;
- If the change exceeds delegations and tolerances, then it will be referred to the Thematic Board with a recommendation. Additional internal NYC approvals may also be required. If the Thematic Board sanctions the change, then a change request will be submitted through the PMO process; and
- The change control process has and will continue to be actively managed so that any escalation required is undertaken in a timely manner and to limit impact on delivery timescales.

As part of detailed design and target cost management, a Contingency Plan / Change Management Plan will be developed at Stage 2 contract award.