

Section A: Scheme Summary

Name of scheme:	Castleford Growth Corridor
PMO scheme code:	WYTF-PA4-036
Lead organisation:	Wakefield Council
Senior responsible officer:	Neil Rodgers, Wakefield Council
Lead promoter contact:	Paul Stevenson, Wakefield Council
Case officer:	Asif Abed

Applicable funding stream(s) – Grant or Loan:	Grant - West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 - Infrastructure for Growth

Approvals to date:	<p>Gateway 1 April 2015: Indicative approval at decision point 2 of scheme cost of £22.8 million, with approval of £200,000 to fund project development costs to OBC (decision point 3).</p> <p>OBC Activity 3: The scheme came forward with an OBC to PAT of 10 January 2019, with a scheme cost of £24.42 million. The PAT recommended that the OBC is deferred from progressing, with the promoter to submit a revised OBC that details a lower cost proposal to yield the benefits and outcomes sought.</p>
Forecasted full approval date (decision point 5):	March 2021
Forecasted completion date (decision point 6):	March 2022

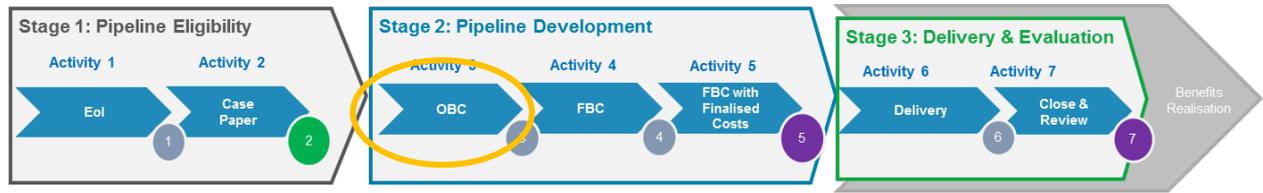
Total scheme cost (£):	£7.079 million
Combined Authority funding (£):	£6.858 million
Total other public sector investment (£):	£221,000 Homes England
Total other private sector investment (£):	£0

Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

No

Current Assurance Process Activity:

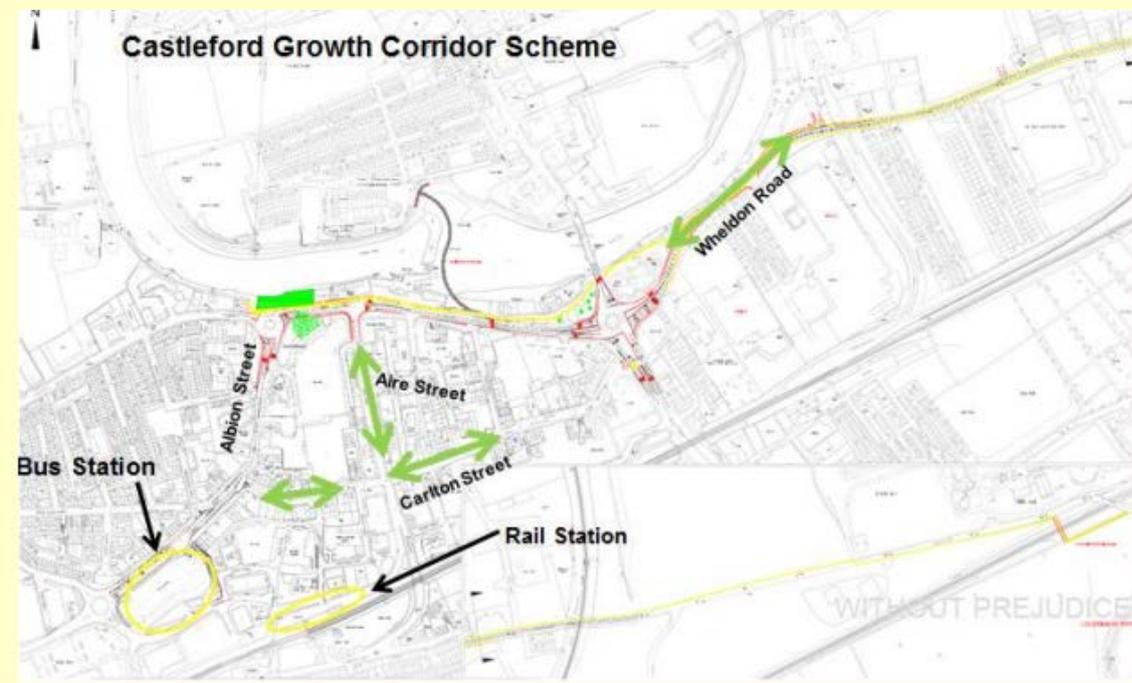


Scheme Description:

This scheme will see Highway improvements along the Castleford Growth Corridor including carriageway widening at Aire Street to provide an additional westbound lane, improvements to the Lock Lane and Savile Road roundabouts, signal-controlled junction improvement, and improved crossing facilities for pedestrians.

There will also be provision of new cycleway/cycle lanes and new footpaths to provide a continuous route for pedestrians and cyclists along the full length of the Castleford Growth Corridor. This will link the Castleford to Wakefield Greenway, via Castleford town centre, to Fryston village at the eastern end of the Growth Corridor. It also links to green infrastructure at Fryston Country Trails leisure area (off Wheldon Road), thereby promoting active travel, improving connectivity and inclusivity.

The scheme will also provide public realm improvements on Savile Road, by opening up views and public access to the River Aire, adjacent to the Scheduled Ancient Monument (Roman Baths) and the Queen’s Heritage Mill building, as a result of the land acquisition required for the footway/cycleway improvements in Castleford town centre.



Business Case Summary:

Strategic Case

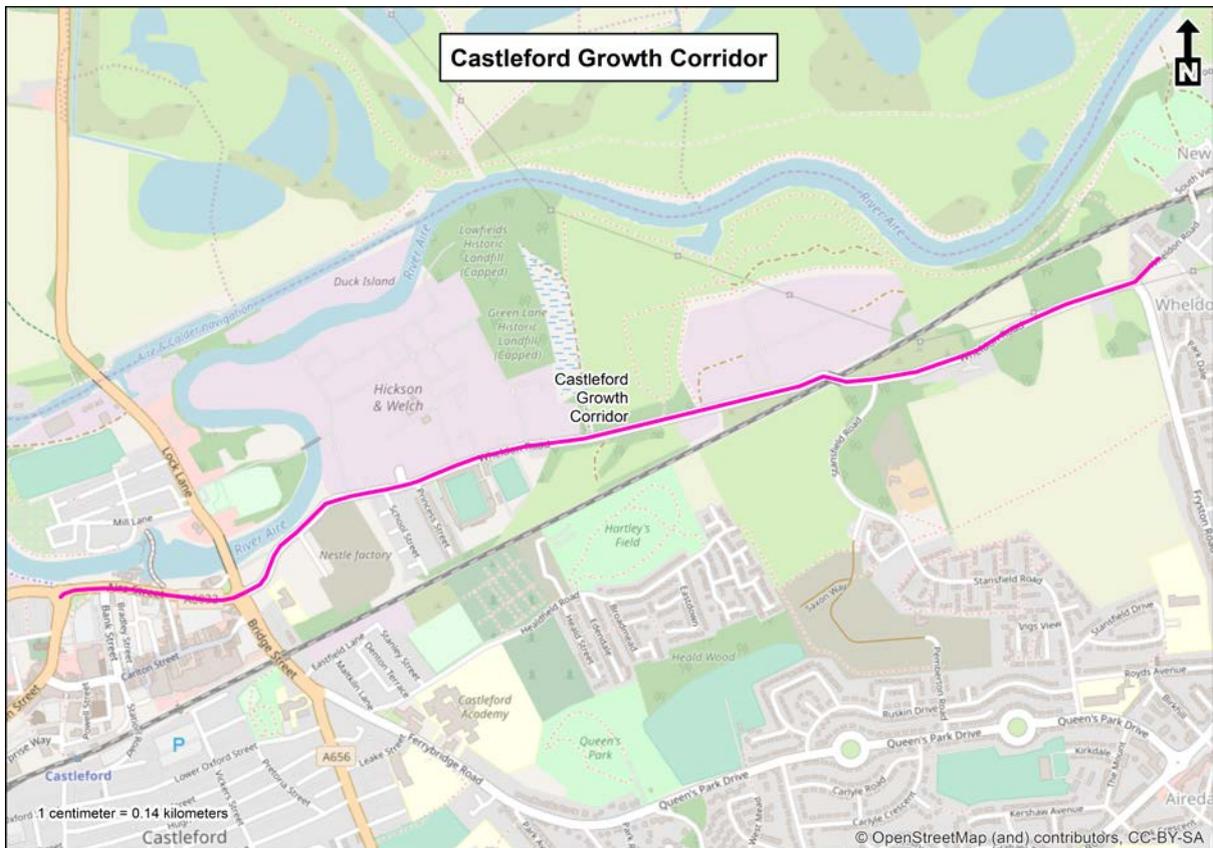
Castleford is located in the north east of Wakefield district, and has a strategic location close to key transport corridors including the M62 and A1

	<p>(M). It is located close to major employment opportunities, as well as leisure and recreational assets.</p> <p>The Castleford Growth Corridor area extends from the town centre along the banks of the River Aire to the Fryston village in the east. It contains extensive areas of vacant industrial, brownfield land, a former chemical works, tracts of land affected by shallow sand workings and pockets of previously demolished residential areas. At present the viability of many of these sites is constrained by low values, infrastructure requirements and high costs.</p> <p>To tackle these issues and capitalise on opportunities for regeneration, the Castleford Growth Corridor area is referenced within several national, regional and local designations and policy documents, including the Leeds City Region's Strategic Economic Plan (SEP). The SEP recognises Castleford as a Priority Area for regeneration, having the potential to deliver 'Good Growth' by delivering substantial housing and economic growth.</p> <p>The area is also one of only 20 sites outside London designated in 2015 by the Government as a Housing Zone (along the Growth Corridor), where the construction up to 4,500 new homes is proposed.</p> <p>The Castleford Growth Corridor Scheme will also enhance linkages, improve connectivity and journey times to existing public transport facilities, including the new Castleford Bus Station, and Castleford Rail Station.</p>
<p>Commercial Case</p>	<p>The Castleford Growth Corridor route serves existing businesses and new housing on Lock Lane, Aire Street and Wheldon Road as well as those in Castleford town centre. It provides onward strategic links via the M62 corridor and linkages via Castleford Bus and Rail Station to the wider City Region. However, parts of the route are congested at peak times and transport improvements are required to provide capacity to address the limitations of the existing network and facilitate future development and growth.</p> <p>Key messages from the public engagement relating to existing traffic congestion and delays and to difficulties for pedestrians and cyclists, demonstrate the necessity for the scheme.</p> <p>Procurement will comply with EU procurement law and the Public Contract Regulations 2015. The construction works will be procured by the Council and will be subject to OJEU rules. All evaluation methodology will be aligned to procurement policy and will be compliant with industry best practice and EU legislation.</p> <p>The procurement strategy options for this project need to deliver value for money by maximising the likelihood of the project objectives being delivered in full for minimal out-turn cost (and within the budget available).</p> <p>The preferred procurement route for the scheme is therefore via an open tender process, in compliance with the European and UK Procurement Regulations, the Council's Corporate Procurement Strategy and Contract Procedure Rules.</p>
<p>Economic Case</p>	<p>Optioneering comprised appraising four low cost options as part of the Long List, with two of these options being taken forward to test against the initial higher cost proposal at Short List.</p>

	<p>The critical success factors applied were capacity of key roundabout and value for money.</p> <p>It was concluded Aire Street Plus (this scheme) would be the Preferred Option, given:</p> <ul style="list-style-type: none"> • It provides the satisfactory traffic capacity, is significantly less costly than the High Cost Option and, is deliverable by 2022. • The scheme provides wider economic benefits in the form of opening up the waterfront, connecting with the Castleford to Wakefield Cycleway, and better connectivity with the town centre. • Castleford is a priority economic growth and regeneration area identified by the Government, Wakefield Council and the Leeds City Region. <p>The value for money assessment at outline business case presents a benefit cost ratio of 2.32:1, which when assessed against the Department for Transport's value for money criteria, reflects a High Value for Money scheme.</p>
Financial Case	<p>The total project cost forecast for the preferred option is £7,079,451, of which £6,858,451 is sought from the Combined Authority's West Yorkshire-plus Transport Fund, with £221,000 contributed by Homes England.</p> <p>Cost overruns are to be met through the allocated contingency budget for each element of the scheme. If exceeded, it will be managed within the overall scheme contingency budget. If necessary, the Combined Authority's Change Request process will be followed.</p> <p>On-going/operational costs relating to the maintenance of the scheme include resurfacing, ongoing maintenance of traffic/pedestrian signals, and street lighting. These costs will be funded through Wakefield Council's existing maintenance budgets.</p>
Management Case	<p>The project will be controlled and managed by the Council's Project Management Guidelines based on PRINCE2 project management arrangements in order to deliver the scheme. The project will also be subject to the Combined Authority's Project Assurance processes to ensure that the proposal aligns with the approved funding criteria and procedures.</p> <p>The delivery programme anticipates formal approval of funding through the Combined Authority's assurance process by March 2021, with completion of construction and scheme opening expected in March 2022.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>