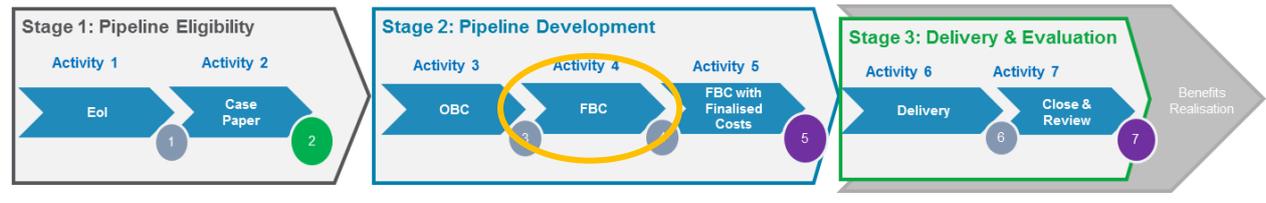


Section A: Scheme Summary

Name of scheme:	A650 Newton Bar
PMO scheme code:	WYTF-PA4-038a-13
Lead organisation:	Wakefield Council
Senior responsible officer:	Graham West, Wakefield Council
Lead promoter contact:	Paul Stevenson, Wakefield Council
Case officer:	Asif Abed, Combined Authority
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>Decision point 2: June 2017 - Combined Authority Corridor Improvement Programme (CIP) approval (phase 1), with allocation of £75,000 to Wakefield Council to support Outline Business Case (OBC) costs. Total scheme cost estimate of £4.5 million.</p> <p>Decision Point 3: December 2018 – Combined Authority approval of indicative scheme cost of £6.752 million, with approval of an additional £129,800 from the West Yorkshire-plus Transport Fund, taking the total development cost approval to £204,800.</p>
Forecasted full approval date (decision point 5):	August 2020
Forecasted completion date (decision point 6):	September 2021
Total scheme cost (£):	£9.353 million
Combined Authority funding (£):	£9.268 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0.085 million Section 106

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – West Yorkshire-plus Transport Fund Corridor Improvement Programme

Current Assurance Process Activity:



Scheme Description:

This scheme comprises a major junction improvement of an existing roundabout and approach roads around the A650 at Newton Bar, Wakefield. It involves the construction of a new signalised “hamburger” roundabout (where the main road goes through the centre of the roundabout), the upgrade of an adjacent signal-controlled junction, additional traffic lanes, the provision of shared cycle/pedestrian footways, signalised pedestrian/cycle crossings, and the extension of a bus lane along the A650/A61 corridor.

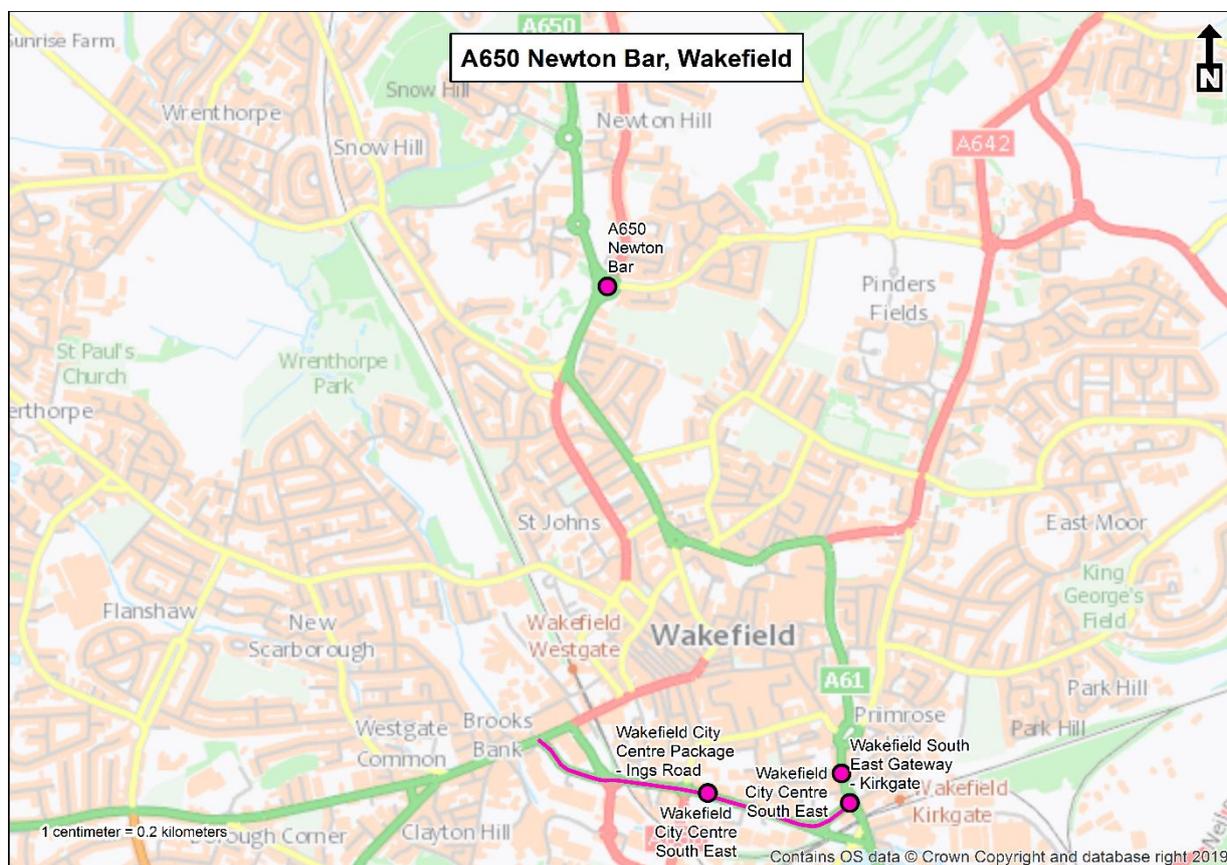


Business Case Summary:	
Strategic Case	<p>The Corridor Improvement Programme (CIP) is a key component of the West Yorkshire-plus Transport Fund and aims to tackle the connectivity challenges Leeds City Region faces, which are constraining growth associated with new housing and employment sites.</p> <p>This scheme will support the ambitions of CIP by improving journey reliability through reduced journey times along the corridor, by enhancing the active mode provision for pedestrians and cyclists, and by facilitating housing growth and developments in the area by addressing current and forecast transport constraints.</p> <p>Improved connectivity between areas of deprivation and employment/training opportunities will support the principles of inclusive growth.</p>
Commercial Case	<p>The A650 Newton Bar corridor forms a key route to Pinderfields Hospital, and ease of access from the A650 corridor to the M1 Motorway, Leeds Road (A61) and Bradford Road is essential for emergency services going to and from the hospital's Accident and Emergency Department.</p> <p>The 2016 Office for National Statistics (ONS) figures show that the population of Wakefield district is forecast to grow by 28,600 in the next 20 years. Improved connectivity between housing and jobs, businesses and markets, will be required for planned levels of growth to be achieved. This includes accommodating the increase in residents as a result of the new homes being built in the area and further housing development expected at Snowhill and Paragon Business Park.</p>
Economic Case	<p>The preferred option scheme presented is a signal-controlled "hamburger" layout, including extension of the bus lane and upgrading of an adjacent signal-controlled junction.</p> <p>An enlarged signal-controlled roundabout enables a one-way link through the centre of the roundabout to be accommodated, towards the city centre from the A650. This link reduces the volume of traffic currently passing across two arms of the roundabout and, therefore, provides the most efficient means of traffic control, in this instance for the heavy volume of traffic from Junction 41 of the M1 motorway.</p> <p>The value for money assessment reflects a benefit to cost ratio of 15.97:1, judging the scheme as very high value for money when judged against the Department for Transport's value for money criteria.</p> <p>Appraisal has been developed in line with HM Treasury's Green Book principles, Green Book Supplementary Guidance, WebTAG, DMRB, and the Leeds City Region Assurance Framework.</p>
Financial Case	<p>The total scheme cost estimate at Full Business Case is £9.353 million, with £9.268 million to be funded from the West Yorkshire-plus Transport Fund and a £0.085 million Section 106 developer contribution.</p> <p>Scheme costs include provision for risk, informed by a Quantified Risk Assessment (QRA). Should there be cost overruns, they will be met through the allocated contingency budget for each element of the</p>

	scheme, which if exceeded, will be managed within the overall scheme contingency budget.
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>Construction is anticipated to commence in September 2020 with completion by September 2021.</p>

Location map:

The following location map shows the location of the A650 – Newton Bar scheme.



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/>