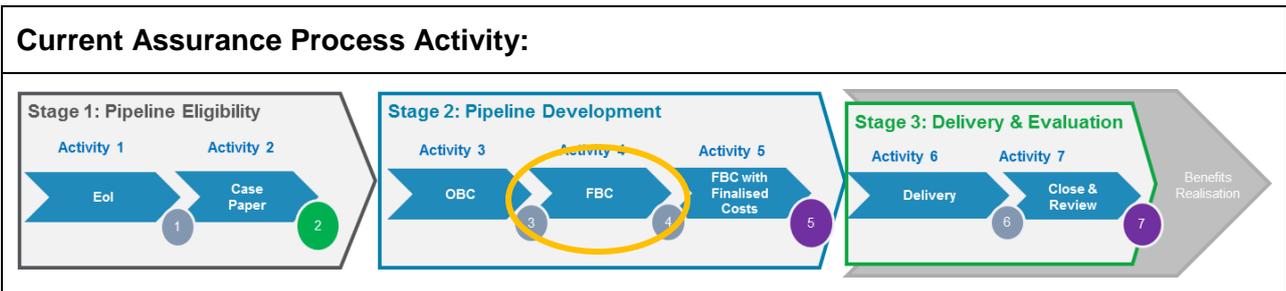


Section A: Scheme Summary

Name of scheme:	CityConnect Phase 3: Castleford Greenway Phase 4
PMO scheme code:	LTP-CCAG-003d
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Paul Stevenson, Wakefield Council (at this stage)
Lead promoter contact:	Andrew Norman, Transport Partnerships Lead, Combined Authority
Case officer:	Adam Kendall Ward, Combined Authority
Applicable funding stream(s) – Grant or Loan:	West Yorkshire Plus Transport Fund – grant
Growth Fund Priority Area (if applicable):	Priority 4 Infrastructure for Growth
Approvals to date:	<p>Decision Point 2: Phase 3 Programme Level: Combined Authority Decision Point 2: 28 June 2018 – indicative approval of £14.82 million of which £14.42 million of which £12.053 million to be funded from the Transport Fund, circa £2.37 million from City Cycle Ambition Grant (CCAG) and £400,000 from Kirklees and Leeds Councils.</p> <p>In June 2018, the Combined Authority approved City Connect Phase 3 development funding to the value of £350,000 from the Transport Fund for the CityConnect Phase 3 programme. Following this approval, Castleford Greenway Phase 4 was allocated £15,000 by the Programme to progress to activity 4 (Full Business Case), as per the Grant Agreement dated 14 January 2019. Expenditure to date has remained within this allocation.</p>
Forecasted full approval date (decision point 5):	25/06/2020
Forecasted completion date (decision point 6):	31/03/2021
Total scheme cost (£):	£371,686.25
Combined Authority funding (£):	£371,686.25 West Yorkshire Transport Fund
Total other public sector investment (£):	£0

Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	Yes
Is this project part of an agreed programme?	Yes – CCAG Phase 3



Scheme Description:

The scheme is part of the CityConnect Phase 3 package of cycle infrastructure enhancements across the Leeds District. This specific component, titled Castleford Greenway Phase 4 (CGP4), will deliver:

- The construction of a greenway link to the Trans Pennine Trail from the existing Wakefield to Castleford routes being delivered through CityConnect. This will provide a complete route between Leeds, Wakefield and Castleford.
- An off-highway greenway which will stretch 1.3km, 1.1km of which will be along a former railway line. The final 200m will drop off the railway alignment and through the woods in the rear of the Embleton Road / Pinders Green Drive and connects to the access track at the end of Pinders Green Walk.

The scheme extent is shown in light green in Figure 1.1 in relation to the surrounding CityConnect schemes.



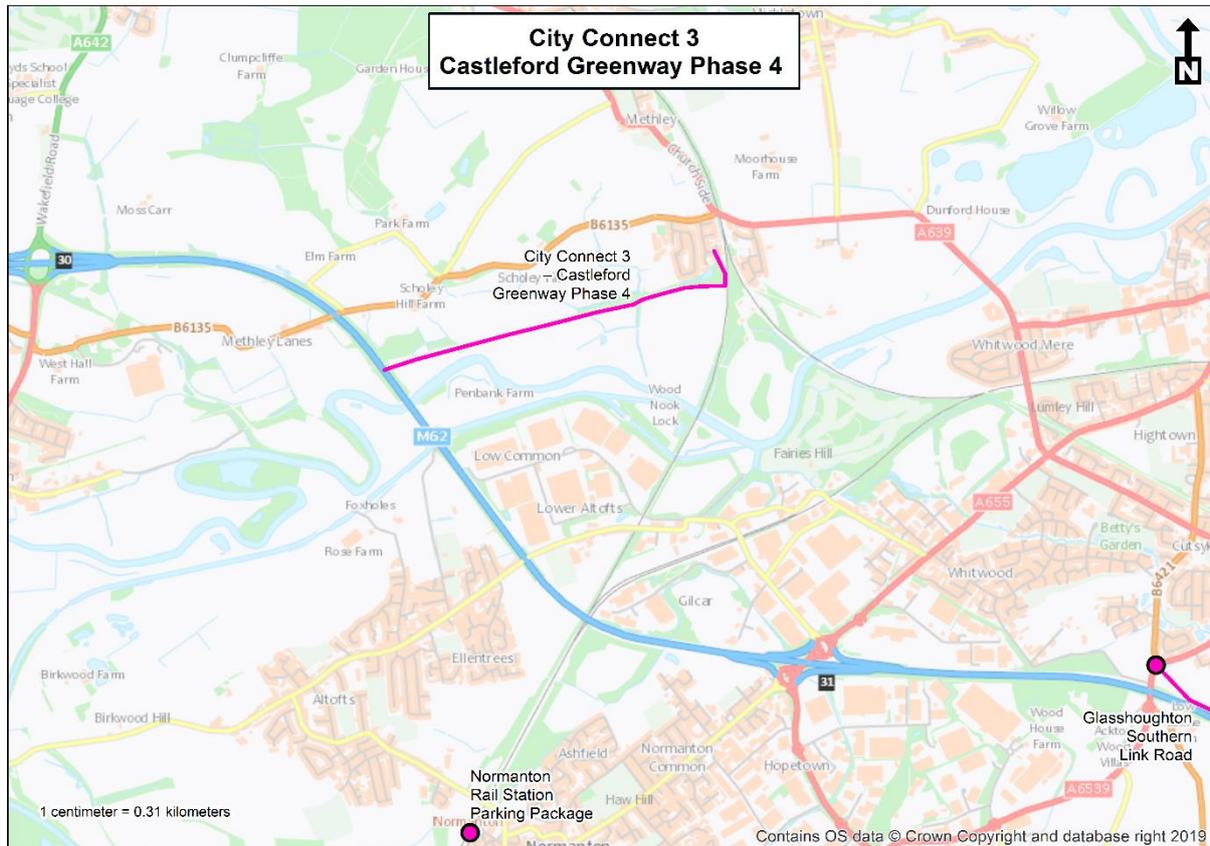
Figure 1.1 – CityConnect Routes

Business Case Summary:

<p>Strategic Case</p>	<p>The proposed Castleford Greenway is being delivered through the CityConnect programme and will help to address a missing off-road cycle link in the local cycle network in the Methley area by providing a 1.3km connection to the Trans Pennine Trail (TPT). This will encourage an uptake in cycling and walking as “the natural choice for short journeys or as part of a longer journey.”</p> <p>The scheme is strongly aligned with the Leeds City Region’s Strategic Economic Plan’s (SEP) Priority 4 - Infrastructure for Growth, primarily through complementing the growth ambitions set out in the Castleford Masterplan, Aire River Growth Corridor, and the Calder Valley Greenway. The proposals also contribute towards the achievement of other national, regional and local policy & strategy ambitions, including the West Yorkshire Transport Strategy’s target of 300% more trips to be made by bike by 2027.</p>
<p>Commercial Case</p>	<p>Existing barriers to cycling in West Yorkshire have been identified as a lack of infrastructure, safety concerns, and training and education issues. At a local level, the lack of off-road cycle provision in the Methley junction area, together with disjointed connectivity with the Trans Pennine Trail and cycle networks, demonstrate a strong case for change. Despite the lack of provisions for cycling in the Methley junction area, the FBC demonstrates that there is still a demand for commuter routes.</p>

	<p>A procurement strategy which involves a selective tendering process has been set out in the FBC with the contractual arrangements overseen by Sustrans up to scheme completion.</p> <p>The proposed Castleford Greenway extends across land of two landowners belonging to Railway Paths Ltd (RPL) and Bank of Scotland PLC. An agreement is in place with RPL and negotiations are underway with the second landowner to transfer ownership of the land as part of this scheme's delivery.</p>
<p>Economic Case</p>	<p>The scheme's economic case provides evidence on how the scheme is predicted to perform, in relation to its stated objectives, identified problems and target outcomes. The economic case sets out the optioneering work which has been undertaken and the appraisal of the preferred scheme against Critical Success Factors. Much of the scheme appraisal has been completed using the Department for Transport's Active Mode Appraisal Toolkit (AMAT).</p> <p>The economic case also determines whether the proposed package is a viable investment, describing the common appraisal criteria and assumptions used to determine the scheme's economic value for money (VfM) and worth. The scheme appraisal for this scheme has focused on those aspects of scheme performance that are relevant to the nature of the intervention such as impact on health, journey quality and traffic decongestion.</p> <p>At Full Business Case the core scenario benefit cost ratio (BCR) is 4.80, which is judged as 'Very High' Value for Money when assessed against the Department for Transport's value for money criteria.</p>
<p>Financial Case</p>	<p>The total cost for the Castleford Greenway is £371,686.25. This is to be wholly funded out of the West Yorkshire Transport Fund.</p> <p>The main financial risk is that costs may exceed the budget, however Sustrans have considerable experience in providing cost estimations for such schemes which has been applied to the cost estimations for this scheme. Other risks include incorrect pricing and cost overruns by contractors, however satisfactory mitigation measures are in place. The grant agreement between Sustrans and the Combined Authority will be fixed.</p>
<p>Management Case</p>	<p>The Castleford Greenway scheme forms part of the CityConnect Programme which is overseen by West Yorkshire Combined Authority programme management team. Each of the CityConnect projects are managed by the respective partner authority, in this case, currently, Leeds City Council. The day-to-day project management is being executed by Sustrans who in turn report to Leeds City Council.</p> <p>Scheme completion is forecast for March 2021.</p> <p>The scheme's delivery constraints have been identified, as have the Project risks have been identified in line with the programme Risk Management Strategy.</p> <p>A Monitoring and Evaluation Plan is in place for all CityConnect schemes and includes pre- and post- scheme delivery user counts and surveys.</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/>