

Section A: Package Summary

Name of Package:	Wakefield City Centre Bus, Pedestrian, Cycle and Placemaking Improvements
Location of Package:	Wakefield
PMA Code:	
Lead Organisation:	Wakefield Council
Senior Responsible Officer:	Graham West, Wakefield Council
Lead Promoter Contact:	Janet Ward, Wakefield Council
Combined Authority Lead/ Programme Manager:	Fiona Limb, West Yorkshire Combined Authority
Case Officer:	Alpha Thiam
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 3 (Clean Energy and Environmental Resilience) Priority 4 (Infrastructure for growth)
Combined Authority approvals to date:	06 November 2019
Forecasted Completion Date	April 2023
Total Package Cost (£):	£13.6 million
WYCA Funding (£):	£13.6 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

A.1 Description

The Wakefield City Centre scheme offers an array of benefits across the city including areas which attract high levels of footfall consequent of tourist attractions, employment, and retail and hospitality offering. There is particular focus on locations such as the Northern/Civic Quarter, Kirkgate, The Springs, and Marsh/Way Union Street junction on the approach to Trinity Shopping Centre.

The infrastructure of Wakefield city centre is currently dominated by trafficked roads that have very limited restrictions, allowing general traffic to access sections of the city centre which are shared with active mode (walking and cycling) users. Limited restrictions for general traffic in the city centre have contributed to increases in congestion, particularly within the peak periods. This in turn has caused high levels of carbon emissions being recorded across the city centre. Highway infrastructure within the city centre also provides limited priority for active mode (walking and cycling) and public transport users, with there being limited promotion for sustainable modal (walking and cycling) shift.

Notable sections of the city centre have received low-levels of funding which has resulted in areas being perceived as outdated. This has consequently impacted levels of tourism within Wakefield City Centre and the level of economic activity generated.

Therefore, the following issues have been identified as part of this scheme:

- Poor quality public realm
- Limited provision for bus journeys and active modes
- Car user dominance in the city centre

Consequently, this scheme seeks to improve pedestrian and cycle links through the city centre core area to connect the main attractions and to improve the reliability of bus journey. This improvement work will connect with other schemes such as corridor improvements, the City Centre Package (Kirkgate and Ins Road), schemes in the pipeline such as Wakefield South East Gateway (Kirkgate and Rutland Mill) and other recently delivered such as Rail Parking packages that have improved the approaches to the two rail stations and parts of the city centre around Northgate and Bull Ring.

A.2 Business Case Summary

Strategic Case

The existing situation show Wakefield City Centre as an urban area and key education and employment centre for surrounding areas including Ossett to the west, Sandal and Sandal Magna to the south, and East Moor to the east. The city is a strategic location for national rail services arriving and departing Wakefield Westgate, as well as regional services at Wakefield Kirkgate Station. There is also high demand for the bus station on Union Street, with local and cross-country services accessing the station. These services however are frequently delayed due to city centre congestion which often impacts overall bus journey time and reliability. Limited active mode provision and lack of investment in the public realm has meant that active and sustainable mode split across the city centre is relatively low, with a significant proportion opting to use private vehicles which has resulted in poor air quality within the city centre.

This package has been developed using the LCR TCF programme vision as guidance which 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'.

Further to this, the scheme supports a wide range of LCR wider strategic objectives, including

- improving sense of place
- access for sustainable modes
- equality of opportunity, and
- attracting inward investment

Economic Case

The current package objectives have been developed and used to input into the optioneering process. The long list of options proposed within this Strategic Outline Case (SOC) have derived from previous studies and analysis of available data, extensive desktop studies, and engineering judgement. Each of these options have then been appraised using Multiple Criteria Assessment Tool (MCAT) against the agreed scheme objectives. Using the output from the MCAT, a shortlist of options has been developed.

The appraisal outputs from the LCR SOBC, as well as additional active mode appraisals have been used to quantify the scheme benefits. Based on the current costs and appraisal the scheme does not appear to offer value for money, however the Economic Case sets out the area of the scheme which have not yet been appraised. A full review and additional appraisal will take place at the OBC stage and it hoped that improved value for money can be achieved.

Commercial Case

Some of the key elements of the Wakefield Transport Strategy include creating high quality, distinctive and safe environments. This includes changing the road layout within the Wakefield City Centre to reduce the amount of traffic travelling through the city core. This in turn can provide environmental and safety benefits and incentivise the commuters to walk and/or cycle through the city centre.

Wakefield Council, supported by their technical partners, have significant experience in the development, design, construction and management of similar schemes in the Wakefield district. Based on Wakefield Council's experience in the delivery of recent transport projects, it is evident that there is a healthy appetite in the construction industry across the district for infrastructure schemes of this nature.

A separate procurement scoping exercise is being undertaken at the wider TCF programme level for both business case development and construction. It has been agreed that this information be collated as early as possible in order to best prepare the market. A procurement strategy will be developed with input from all partners and will be brought forward at the next stage of assurance process.

Financial Case

The indicative cost for the scheme is £13.6 million and is being fully funded from the Department for Transport's (DFT) Transforming Cities Fund (TCF).

Management Case

The LCR Assurance Framework covers expenditure on projects and programmes funded by Government or local sources in the Leeds City Region and will be applied to the TCF Programme led by the Combined Authority.

A Programme Board for the TCF Programme has been established, providing strategic and monitoring oversight of the programme. The Portfolio Board will manage the risk and contingency budget for the programme, and also have a mechanism for transferring funding between thematic programmes if necessary. The Programme Board includes a senior representative from all partners to the bid.

The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of scheme and intervention with common objectives and outcomes, allowing for a coherent and consistent approach.

All programme boards will include representation from the Combined Authority, partner council officers for each scheme, as well as, where relevant, representation from the bus and rail operators. Membership and terms of reference were determined after submission of the LCR TCF SOBC. Each programme board will report to the Portfolio Board.