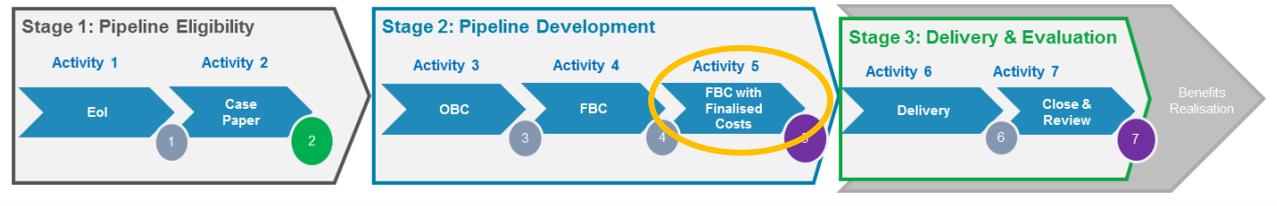


Section A: Scheme Summary

Name of scheme:	York Castle Gateway
PMO scheme code:	WYTF-PA4-044
Lead organisation:	City of York Council
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4b - West Yorkshire + Transport Fund
Approvals to date:	DP2 (Activity 2 – Strategic Outline Case) for funding of £8.1m
Forecasted full approval date (decision point 5):	July 2023
Forecasted completion date (decision point 6):	September 2024
Total scheme cost (£):	£5,429,960
Combined Authority funding (£):	£4,600,00
Total other public sector investment (£):	£829,000
Total other private sector investment (£):	nil
Is this a standalone project?	No
Is this a programme?	Yes
Is this project part of an agreed programme?	N/A

Current Assurance Process Activity:



Scheme Description:

The York Castle Gateway (YCG) scheme, supports the redevelopment of Castle Gateway as part of the York Castle Gateway Masterplan in the south-eastern quarter of York City Centre. The YCG scheme (to be funded through WY+TF) and the wider Masterplan are both being progressed by City of York Council (CYC).

The scheme will be developed and delivered in two phases:

Phase One

- **Foss Riverside** – a new public riverside park that includes a new pedestrian/cyclist bridge over the River Foss linking the Castle area with Piccadilly and creating new strategic radial and cross city centre cycling routes and networks.; The wider costs of the riverside park will be met by CYC and other funding sources.

Phase Two

- **Clifford Street and Tower Street Public Realm Enhancements** – Clifford Street carriageway reduction, rationalisation of bus stops and upgraded pedestrian and cycle crossing; and
- **Bus Infrastructure Improvements** – Replacement and upgrade to existing bus infrastructure (bus stops) along Tower Street.
- **Monitoring and Evaluation of the transport interventions**

Business Case Summary:

Strategic Case

The York Castle Gateway (YCG) scheme supports the wider Castle Gateway Masterplan which will bring significant regeneration to this part of York and will help to maximise the opportunity for residents and visitors to move to (and through) this area on foot or cycle. The scheme will enable the strategic long-term ambitions of City of York Council including of working towards achieving net zero carbon by 2030, and the provision of the new LTN 1/20 compliant walking and cycling network which will contribute, add and improve the existing sustainable transport network within the area.

The scheme supports the following Strategic Economic Framework priorities:

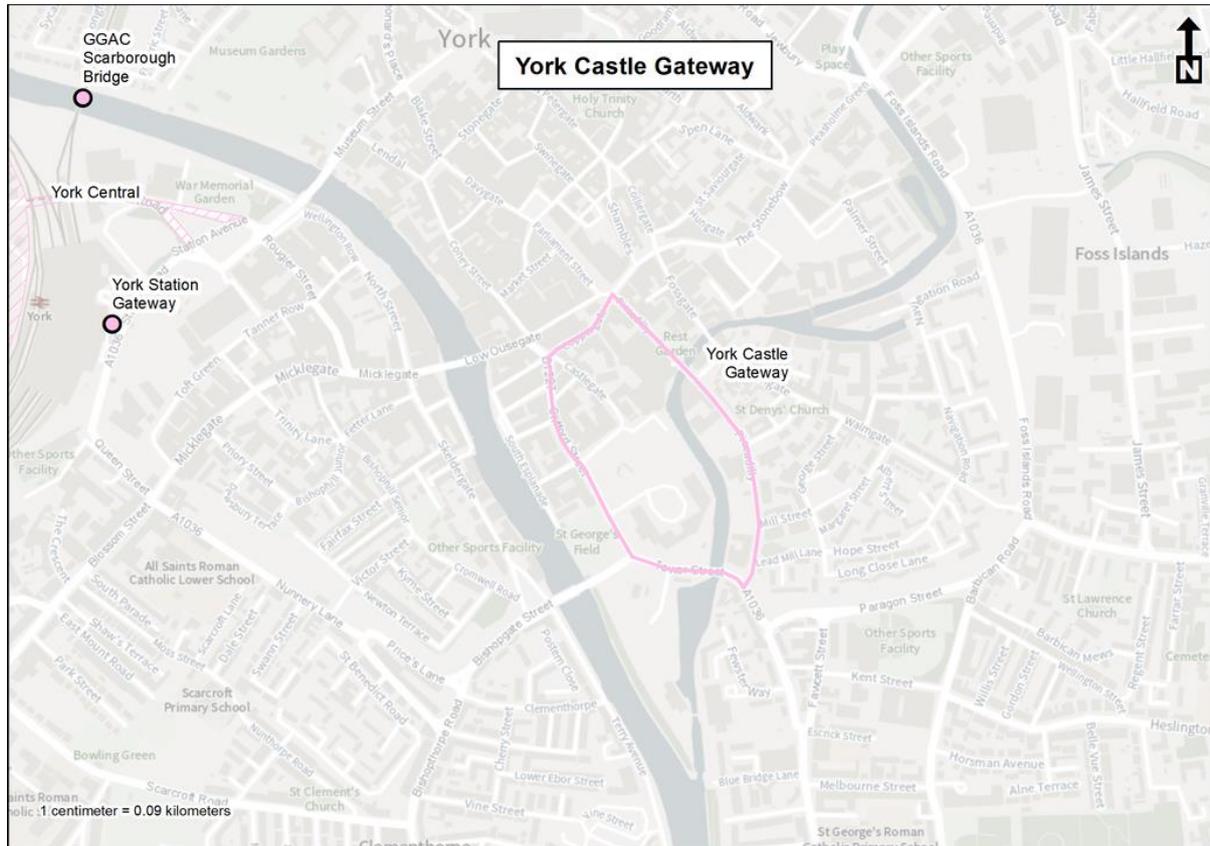
- **Delivering 21st Century Transport**, by providing improved active travel infrastructure

	<ul style="list-style-type: none"> - Tackling the Climate Emergency by increasing active travel trips and promoting public transport, thereby reducing carbon emissions - Enabling Inclusive Growth by providing better access to jobs, training and opportunities via healthy, low cost active travel modes - Boosting Productivity helping businesses to grow, increasing customer numbers by improving access to visitor attractions and local businesses <p>The scheme supports the following Mayoral Pledges:</p> <ul style="list-style-type: none"> - Supporting businesses and being a champion for the regional economy – by providing improved access to the city centre and nearby visitor attractions and providing a new riverside park and improved access to the planned outdoor events arena, thus boosting visitor numbers. - Tackling the climate emergency and protecting our environment – by providing new LTN1/20 compliant strategic walking and cycling links, improving access by healthy active travel modes, promoting mode shift from vehicle use, and promoting public transport use by improving bus infrastructure.
<p>Commercial Case</p>	<p>The redevelopment of Castle Car Park (as part of the wider Masterplan implementation) will directly create jobs in the cultural sector because it will facilitate use of the site for plays and other productions. The GVA value of the overall masterplan is estimated to be in the region of £350-£400m during the 10-year construction period.</p> <p>There is currently a high demand for quality routes for walking and cycling, with Government guidance (both local and national) encouraging improved infrastructure. This scheme will help to create access in an area that is currently a barrier to walking and cycling due to the River Foss and the current path network.</p> <p>The contractor for Phase 1 of the scheme has been appointed on a two-stage basis to develop the RIBA 4 design and produce a fixed cost for construction. Provided the fixed cost is within the budget envelope, CYC will be seeking to proceed with the contractor to the construction phase, with an immediate mobilisation, starting on site in August 2022.</p>
<p>Economic Case</p>	<p>The scheme benefits are:</p> <ul style="list-style-type: none"> • Unlocking a development site which is expected to provide 106 apartments and 1458 sqm of commercial space. Income from the development will part-fund the wider masterplan for the area. • Supporting the regeneration of an area which is currently less attractive than other parts of the city. • Promoting the visitor economy through providing better accessibility to attractions and making improvements to their surrounding areas, thereby enhancing their settings and improving York’s sense of place. • Promoting increased use of walking and cycling for journeys within the city by removing barriers to active travel by improving connectivity through providing new LTN1/20 compliant strategic links.

	<ul style="list-style-type: none"> Enhancing the local bus network <p>The Preferred Option (which includes the scheme summarised above) presented in the Economic Case has a BCR of 0.81 which represents an initial “Poor” Value for Money position. However, it should be noted that active travel and public area improvement schemes tend to produce lower BCR’s due to the way benefits of transport schemes are monetised using TAG methodologies.</p>
Financial Case	<p>The total scheme cost estimate at outline business case (OBC) is £5,300,000, of which £4,700,000 is for Phase 1 and £600,000 is for Phase 2.</p> <p>£4,600,000 of the scheme costs are to be funded through the West Yorkshire Plus Transport Fund, and the remaining £830,000 is to be provided by CYC through a combination of other devolved funding sources.</p> <p>The scheme costs include allowances for risk and contingencies and includes £350,000 of development costs (approved by the Combined Authority at DP2).</p>
Management Case	<p>City of York City Council has the project management systems, skills and track record to be able to deliver this project successfully. They will be supported by an assigned Programme Manager from the Combined Authority who will work in partnership with CYC to ensure the allocated funding is available to the project at required milestones to deliver the identified junction improvements. The Council has robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/ transport schemes.</p>

Location Map

The following map shows the location of the York Castle Gateway 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-theeconomy/leeds-city-region-infrastructure-map>