

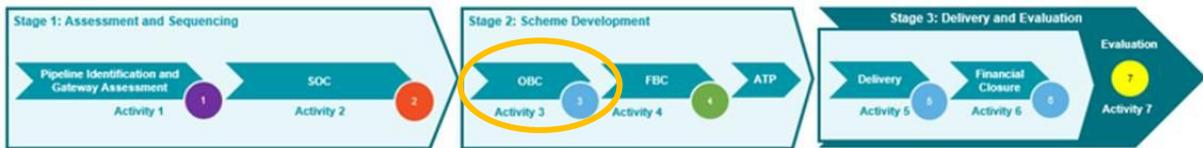
Section A: Scheme Summary

Name of scheme:	Corridor Improvement Programme – Wakefield A638 Doncaster Road
Lead organisation:	Wakefield Metropolitan District Council
Applicable funding stream(s) – Grant or Loan:	Grant: West Yorkshire + Transport Fund (WY+TF)
Growth Fund Priority Area (if applicable):	Priority 1: Growing businesses Priority 2: Skilled people, better jobs Priority 3: Clean energy and environmental resilience Priority 4: Infrastructure for growth
Approvals to date:	Decision Point 1 (Strategic Assessment) – December 2019 at programme level Decision Point 2 (Strategic Outline Case) – September 2020 at programme level
Forecasted full approval date (decision point 5):	July 2023
Forecasted completion date (decision point 6):	July 2024
Total scheme cost (£):	£6,974,000
Combined Authority funding (£):	£6,300,000
Total other public sector investment (£):	£170,000 (to be funded from Wakefield Council Capital Budget)
Total other private sector investment (£):	£324,000 (Section 106 contributions)
Is this a standalone project?	No
Is this a programme?	No

Is this project part of an agreed programme?

Yes – Phase 2 of the Corridor Improvement Programme

Current Assurance Process Activity:



Scheme Description:

The A638 Doncaster Road Corridor Improvement scheme will deliver enhancements to the A638 Doncaster Road corridor between the junction with the A655 Black Road at Heath Common and the A61 Barnsley Road at Chantry Bridge. The A638 is the main link connecting southeast Wakefield to the city centre. The scheme will deliver:

- Changes to bus stops on Doncaster Road to provide laybys and better access on foot from the surrounding residential areas
- Widening of Black Road southbound to accommodate an extension to the existing bus lane to the junction with the A638 at Heath Common
- New signalised crossing near the Wakefield Eastern Relief Road junction to provide new facilities for cyclists as well as walking access to bus stops
- New signalised crossing for walkers and cyclists at Sugar Lane, with a shared use footway between Sugar Lane and Denmark Street
- Changes to lane allocation (westbound) on Doncaster Road at the junction with Agbrigg Road to allow both lanes to travel straight ahead
- Improvements to the riverside cycleway and footpath (new lighting, CCTV and widening to 3m) between the Wakefield Eastern Relief Road and Chantry Bridge
- New signed cycle routes on low-traffic residential roads that feed into and connect to the Riverside cycle route and Wakefield Local Cycling and Walking Infrastructure Plan (LCWIP) planned enhancements on A638 Doncaster Road north of Sugar Lane

Business Case Summary:

Strategic Case

The scheme aims to:

- Encourage greater use of public transport, cycling and walking

	<ul style="list-style-type: none"> • Enhance crossing facilities for pedestrians to improve pedestrian experience • Improve air quality by reducing emissions along the corridor including in the Wakefield City Centre Air Quality Management Area (AQMA); • Enable inclusive growth through improved access to employment, education and skills opportunities <p>The scheme aligns with the priorities of the Combined Authority’s Strategic Economic Framework:</p> <ul style="list-style-type: none"> • Boosting productivity: Helping businesses to grow and brining new investments into the region to drive economic growth and create good jobs. • Enabling inclusive Growth: Enabling as many people as possible to contribute to, and benefit from, economic growth in our communities and towns. • Tackling the climate emergency: Growing our economy while cutting emissions and caring for our environment • Delivering 21st century transport: Creating efficient transport infrastructure to connect our communities, making it easier to get to work, do business and connect with each other. <p>The scheme has public support for intervention, with all elements of the scheme being supported by the public during consultation. Further public consultation is planned during Full Business Case (FBC) development to confirm public support and seek specific feedback on specific design proposals.</p>
Commercial Case	<p>A clear procurement approach for the project has been developed. Risks have been considered, mitigated and, where possible, transferred. At this stage of development, the scheme complies with statutory and other regulatory consents.</p>
Economic Case	<p>The benefit cost ratio for the scheme is 9.17:1 representing very high value for money. The scheme delivers large benefits to public transport users, pedestrians and cyclists alongside private vehicles, through the prioritisation of public transport, walking and cycling while maintaining and in parts improving highway capacity. This will result in predicted significant journey time savings alongside benefits derived through increased physical activity.</p>
Financial Case	<p>The total cost of the scheme is £6,974,000. £6,300,000 will be funded by the Combined Authority from the West Yorkshire-Plus Transport Fund (WY+TF). £170,000 will be funded by Wakefield Council and a contribution of £324,000 will be funded by a developer contribution from an adjacent development site.</p>

	Once complete, the scheme will result in additional highways maintenance costs which will be funded by Wakefield Council.
Management Case	<p>The delivery of this scheme will be led by Wakefield Metropolitan District Council and project planning has included lessons learnt from previous similar schemes.</p> <p>A communications and stakeholder management strategy has been established, covering all major stakeholder groups as well as the general public, and a plan for communications and engagement through scheme delivery has been developed.</p> <p>A robust and achievable delivery programme has been developed with key milestones, delivery constraints and key risks identified and actively managed</p> <p>The scheme is expected to commence delivery in July 2023 and be completed by July 2024.</p>

