

Section A: Scheme Summary

Name of Scheme:	Castleford Rail Station Gateway
PMO Scheme Code:	WYTF – PA4 – 031
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Kate Thompson
Lead Promoter Contact:	Chris Dunderdale
Applicable Funding Stream:	West Yorkshire Plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Forecasted Full Approval Date (Decision Point 5):	January 2019
Forecasted Completion Date:	February 2020

Total Scheme Cost (£):	£4,511,466
WYCA Funding (£):	£4,511,466
Total other public sector investment (£):	N/A
Total other private sector investment (£):	Potentially £87,000 from Northern Rail franchise

Is this a standalone Project?	Yes
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	£50m has been allocated for the Station Gateway programme, which features in the wider West Yorkshire Plus Transport Fund. Castleford Rail Station Gateway is part of the Station Gateway programme.

Current Assurance Process Activity:



Scheme Description:

The Castleford Rail Station Gateway scheme will see the enhancement of the existing rail station facility to provide a new, high quality, modern waiting facility and pedestrian linkages with Castleford town centre and the bus station, providing an attractive and welcoming gateway to the town.

The proposed scheme will see significantly improved facilities provided at the rail station with the replacement of the existing waiting shelter with a new modern building design which seeks to complement the architectural style of the £6m award winning Castleford Bus Station which opened in 2015. The new waiting facility will incorporate a fully enclosed waiting room and partially enclosed waiting areas; kiosk/retail space including a ticket vending machine; staffed ticket office; disabled toilet and seating. Sheltered cycle parking will also be provided.

The scheme will also deliver significant public realm improvements both to the forecourt area and on the key walking routes between the rail station, Castleford town centre and the bus station through footway treatments, landscaping and signage. In the forecourt area, provision will be made for taxi and private hire pick-up and drop off and rail replacement buses. A new modern totem will be erected for easy recognition of the rail station as a transport hub facility. The car park layout will be improved to allow for easier pedestrian and non-motorised access. The existing capacity of 65 car parking spaces within Network Rail’s land will be retained and complemented by the creation of 10 new on-street parking bays on Welbeck Street, which will be managed by Wakefield Council, and made available for use for rail users. Significant refurbishment of the underpass will be delivered, including waterproofing, lighting and CCTV, to create a more attractive link between the rail station and large residential areas in the south of Castleford town centre, which will be available for rail and non-rail users, boosting connectivity with the rest of the town and the bus station.

Business Case Summary:

<p>Strategic Case</p>	<p>Castleford is designated as a Spatial Priority Area in the Strategic Economic Plan (SEP), with 4,500 new homes and 3,000 new jobs expected to come into the town by 2030. The Castleford Rail Station Gateway scheme will complement the recent £6m investment in Castleford Bus Station, creating a Public Transport ‘Hub’ for the town, which will play a key role in realising the ambitions of the SEP and Castleford Growth Delivery Plan by encouraging sustainable growth. The rail station currently serves over 550,000 rail users per annum which is expected to rise as the town’s population increases by 27% by 2030. This forecast growth reinforces the need to invest in improvements at the Rail Station to create a more attractive gateway for inward and outward rail commuters. Replacing the existing waiting shelter with a fit-for-purpose facility</p>
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	and improving connectivity to the bus station and town centre will create a more accessible and welcoming environment for rail users.
Commercial Case	The Outline Business Case demonstrates that the 27% forecast population growth of Castleford, coupled with the 11% increase in jobs growth in nearby Leeds, will bring an increase in usage and demand of Castleford rail station, particularly for inward and outward rail commuters. Addressing the current issues and providing a fit for purpose waiting facility will tackle the existing known constraints on the station and establish a welcoming gateway into Castleford. This will further enable the future sustainable growth of the town. Increased usage of the station will strengthen the current financial sustainability of the station for the train operating company in terms of increased revenue from ticket sales, while the implementation of new retail facilities on site will create new revenue streams. These two latter factors may encourage the train operating company to invest in enhancements to rail services in future to satisfy demand and grow revenue.
Economic Case	Three options of varying scale and cost have been examined using standard industry practice and WebTAG as part of the Castleford Rail Station Gateway's scheme development. The preferred option involves the highest level of investment of the options assessed, but does deliver the greatest benefits and value for money against the scheme objectives. It will generate the highest number of new trips using the station and highest revenue. The additional demand generates over 445,000 miles based on typical journey length. The scheme demonstrates a strong economic case with a Present Value Benefit (PVB) of £4.2m and a Benefit to Cost Ratio (BCR) of 2.8.
Financial Case	Currently, the scheme will be funded 100% by the West Yorkshire Plus Transport Fund programme. The project outturn cost is £4.511m, which covers the further scheme development costs, land purchase, new rail station passenger waiting facility, supporting facilities, and the minor highway rearrangements. A potential financial contribution from the rail industry for the scheme may be available but is subject to further negotiation. Net increases in Castleford Rail Station's maintenance and operational revenue costs have been identified and should be covered by third parties. The main financial risks will be quantified at the next stage of the scheme's development.
Management Case	West Yorkshire Combined Authority is project managing the delivery of the scheme with support from delivery agents in the rail industry. The scheme will be progressed in line with adopted Prince 2 project management processes and with rail industry practices, particularly Governance of Rail Investment Projects (GRIP). The development of the scheme follows a defined project programme with effective controls and risk management. The anticipated scheme construction start is September 2018, with completion and project close out expected in April-July 2019.