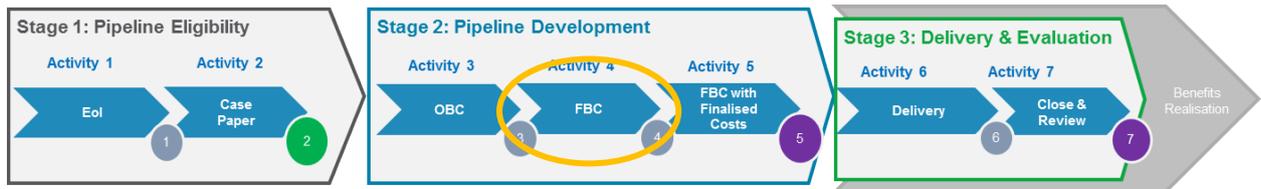


Scheme Summary

Name of Scheme:	Glasshoughton southern link road
PMO Scheme Code:	WY+TF-PA4-035
Lead Organisation:	Wakefield Council
Senior Responsible Officer:	Brian Thomas, Traffic Engineering and Design Team Leader, Wakefield Council
Lead Promoter Contact:	Tracey Brewer, WYG Group
Case Officer:	Matthew Page, Transport Planner, West Yorkshire Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Grant from the West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for growth
Approvals to Date:	<p>Gateway 1 (GW1) (Outline Business Case) (Investment Committee 20/1/16, Combined Authority 4/2/16):</p> <p>Approval to fund progression to GW2 (Equivalent to decision point 4 (Full Business Case)) and :</p> <ul style="list-style-type: none"> ▪ £723,000 development cost approval (an additional £10,000 was made available from a central pot) • Total scheme forecast outturn cost (excluding Optimism Bias): £6.388 million
Forecasted Full Approval Date (Decision Point 5):	September 2018
Forecasted Completion Date (Decision Point 6):	December 2019
Total Scheme Cost (£):	£7.320 million
Combined Authority Funding (£):	£7.320 million from West Yorkshire plus Transport Fund
Total other public sector investment (£):	-
Total other private sector investment (£):	Land – dedicated as highway and areas for landscaping, drainage, noise attenuation

Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The Glasshoughton Southern Link Road (GSLR) scheme is primarily the provision of a 7.3 metre wide carriageway with footways and a segregated cycle route which extends from the existing Whistler Drive and links into the Coalfields Link Road at the Flass Lane / Cutsyke Road / Premier Way roundabout. The scheme will open up substantial job creation opportunities by providing direct access to the Special Policy Area 5 (SPA5). The road acts as a link for business, leisure and commuter traffic between the existing Whistler Drive and Flass Lane and the M62 (east) while also supporting housing and employment growth in the Glasshoughton Strategic Investment Corridor. The route will provide an alternative route around the Glasshoughton Leisure and Retail area and will therefore reduce congestion and increase accessibility. Providing the additional highway capacity will improve conditions for bus services, pedestrians and cyclists and opening up further opportunities to provide complementary sustainable transport measures.

Figure 1: Scheme Location



Business Case Summary:

Strategic Case

The Strategic Case for the GSLR sets out how the aims and objectives of the scheme will enable Wakefield Council, as project sponsor to fulfil its own growth ambitions, which strengthen and support the principles of the West Yorkshire-plus Transport Fund and the strategic pillars of the Leeds City Region (LCR) Strategic Economic Plan (SEP).

The overarching theme is the need for the LCR to attract more inward investment and take advantage of the opportunities for economic growth, reversing the tide of industrial decline. Traffic congestion and the inadequacies of the district's road network are perceived as the main obstacles to growth.

The provision of the GSLR is a key element of the strategy to provide the Castleford area with the infrastructure it needs to support growth. It will enable the local road network to operate efficiently by reducing congestion, improving journey times and providing capacity for growth.

The GSLR builds on opportunity and natural economic strength; the approach will add value to new investment, a resurgent Castleford town centre and planning infrastructure improvements to create the conditions for a high quality employment development.

The key objectives of the scheme are to:

- ease congestion issues which are a lead cause of slow peak journeys and an inefficient highway network; improve the safety of the arterial network into Glasshoughton and Castleford alongside improving the detrimental environmental issues;
- enhance the accessibility of potential housing growth allocated in the Local Development Framework and across the Leeds City Region;
- improve access to existing employment sites and the strategic and primary route network;
- support the housing allocations in Glasshoughton through a sustainable transport network; and
- support a more sustainable transport network and modal shift from private cars.

<p>Commercial Case</p>	<p>The Castleford/Glasshoughton area will continue to be the focus of growth within the district in the future. However, realisation of this growth is dependent on targeted investment in transport interventions, using a holistic approach that considers strategic accessibility to the area.</p> <p>Wakefield Council has chosen what is referred to in procurement as a “traditional approach”, NEC4 contract, with the design being undertaken “in-house” and the Contractor appointed by tender. This process is the preferred route for the Council as it ensures best value for money and allows all contractors who have the relevant skills and workload capacity at the time of advertisement to complete.</p> <p>A Quantified Risk Assessment has been submitted, which identifies the mitigation measures that may need to be put in place to manage the risks identified and to ensure the successful delivery of the scheme. Identified risks are analysed and assessed both qualitatively and quantitatively.</p> <p>The Planning Application for the scheme was submitted on 23 March 2018 with an anticipated 16-week determination period (anticipated 31 August 2018).</p> <p>An application to divert the Public Right of Way was submitted on 26 April 2018 and will run alongside the Planning Application</p> <p>A Traffic Regulation Order for the route has been prepared and will be advertised late summer 2018</p>
<p>Economic Case</p>	<p>The economic assessment of the scheme has been undertaken in accordance with current WebTAG guidance and follows the process described in the Appraisal Specification Report.</p> <p>The Benefit-cost ratio (BCR) of the scheme is 3.43:1 which indicates that the scheme offers High Value for Money, based on the DfT guidance criteria. The Present Value of Benefits is £20.091 million.</p> <p>Directly targeting the defined scheme objective of the creation of jobs and improving accessibility to key employment sites, the scheme can potentially generate 8 jobs and £500,000 per annum of GVA benefits (as calculated by the UDM for forecast year).</p>
<p>Financial Case</p>	<p>The overall costs for the scheme have increased slightly since the submission of the scheme for Gateway 1 approval. Scheme costs are now £7.320 million (£6.388 million forecast at GW1) including risk, inflation and contingency. It is considered that there is no state aid present.</p>

Management Case

The management case describes why the timescales for delivery are realistic, that an appropriate governance structure is in place to oversee delivery, that risks have been identified and suitable risk management processes are in place and that there are robust plans in place for communications and stakeholder management.

The process and procedures necessary to manage this project are based on the PRINCE2 methodology promoted by the Office of Government Commerce (OGC), as requested under the West Yorkshire Single Appraisal Framework.

The Management Case also ensures that the benefits set out in the Economic Case are realised and includes the measures to assess and evaluate this.

Wakefield Council has successfully delivered several major road schemes, the management and delivery team used to successfully deliver these schemes have been built upon here. The approved approach used for the Pontefract Northern Link Road and Wakefield Eastern Relief Road (a structured Project Management methodology) will be adopted for the delivery of the GSLR.

