

Scheme Summary

Name of project:	A629 Phase 1a
Location of project (including postcode):	The A629 corridor between Halifax and Huddersfield, Phase 1a forms part of the wider Phase 1 southern section which extends between Elland Bypass and the southern edge of Halifax town centre. Focused Phase 1a work stretches from Jubilee Road to Free School Lane/Skircoat Road.
Lead organisation:	Calderdale Council
Type of organisation:	Local Authority
Lead Promoter contact:	Chris Hoesli, Calderdale Council
Position:	Programme Manager, WY+TF
WYCA Case Officer:	Jessica McNeill, Programme Manager, WY+TF
Applicable Funding Stream:	West Yorkshire plus Transport Fund
If part of Growth Fund, which Priority Area is it part of?:	Priority 4, Infrastructure for Growth
Forecasted Full Approval Date:	Friday 16 th June 2017 – Start on site 19 th June 2017
Forecasted Completion Date:	March 2018
Total project cost (£):	£8,156,655
WYCA funding request (£):	£8,156,655
WYCA funds as % of total project investment:	100%
Total other public sector investment (non-WYCA funding):	£0
Total other private sector investment:	£0

Project description:

The A629 Halifax to Huddersfield Corridor comprises a multi-modal corridor improvements scheme prioritised for delivery within the first five years of the WY+TF, which has been allocated £120.6m to drive economic growth by addressing transport and accessibility issues. CMBC and Kirklees Council are jointly developing the range of interventions proposed along the corridor.

Phase 1a will deliver improvements on the A629 corridor, specifically targeting three key junctions within the scheme limits. The options have been developed alongside the proposals for Phase 1b, to ensure they are complementary.

Interventions will be made at:

Jubilee Road to Dudwell Lane

Dudwell Lane Junction

Dryclough Lane Junction

Dryclough Lane to Shaw Hill / Free School Lane

Shaw Hill / Free School Lane Junction

Corridor Treatment

Project objectives:

Phase 1, as a component of the full A629 Halifax to Huddersfield corridor package, can be considered a success if it contributes to the overall vision and desired outcomes of the corridor, which is to unlock development potential and the creation of 1,740 jobs by 2026. Phase 1a seeks to contribute to the target outcomes for phase 1 as a whole by delivering congestion relief at pinch points and a reduction in journey times for all road users. Since the overall impacts will take several years to materialise as they are in a large part dependent on realisation of other Phases of the scheme, it is the outcomes that will initially be used to assess if Phase 1a is on track to enable the corridor to meet targeted benefits.

Outcomes:

- Accessibility improved to and from Halifax, Huddersfield and key employment areas;
- Accessibility/severance between surrounding business and residential areas is improved;
- Increased cycle mode share to key attractors on the A629 corridor;
- Reduced levels of delay and queuing on the A629 for all modes;
- Reduced levels of 'rat-running' through Siddal and Exley;
- Increased vehicle throughput;
- Decrease in public transport journey time variability;
- Decrease in end to end corridor journey times; and
- Improvement in air quality.

Impacts:

- Increase in jobs;
- Increase in GVA;
- Increase in household completions; and
- Positive Public Health Impact.

Key activities to be funded:

The funding required will be to deliver 100% of project costs, incorporating detailed developed and design, land acquisitions, utility diversions, site preparation and construction supervision and full construction of the works required under A629 Phase 1a.

Following the Full Business Case submission at Activity 4 in February 2017, Calderdale Council have undertaken an open tender exercise for the construction and supervision elements of the project.

This procurement has resulted in the awarded bidder tender prices being within the agreed tolerances at Activity 4 and the funding requested lower than the maximum total project cost cap agreed to ensure the project can seek and secure MD delegation sign off at this Activity 5 request.

Full Appraisal Report Summary

Overall RAG risk rating:

RED

AMBER

GREEN

Overall assessment summary of the five cases.

<p>Strategic Case</p>	<p>The strategic case for the project was comprehensively made at the outline business case and has been strengthened further within the full business case.</p> <p>This position has not changed from Activity 4 to Activity 5.</p>
<p>Commercial Case</p>	<p>Calderdale Council have undertaken a compressive open procurement exercise for the construction and supervision elements of delivery and the FBC with costs at Activity 5 reflect the outcome of this successful exercise.</p>
<p>Economic Case</p>	<p>The scheme appraisal presents a 'High' Value for Money (VfM) category with a BCR of 3.</p> <p>Following the open tender procurement exercise and the delivery and supervision costs being clarified, this appraisal represents a better performing scheme than predicated at Activity 4.</p>
<p>Financial Case</p>	<p>A full open tender process has been undertaken for delivery and supervisions costs. In addition, all land purchases have been completed with acquisition costs and associated professional now fully profiled. The financial case provides a comprehensive summary of all of these project costs.</p> <p>Full Quantified Risk Assessment has also been undertaken and forms part of the overall project cost breakdown.</p> <p>The management of cost overruns has been reflected in the Activity 5 FBC and Calderdale Council have confirmed that cost overruns will be managed through comprehensive contractor supervision measures in place via an independent NEC3 specialist supervisory team. In addition, whilst noted it is unlikely, Calderdale Council have confirmed that they fully understand that any cost overruns beyond that of the approved funding allocation is payable by Calderdale as client authority.</p>

Management Case

The management case provides a summary of the governance and management of the programme.

The preferred bidder has submitted an up to date and robust programme for delivery of Phase 1a which shows a 9 month build programme including an allowance of six weeks terminal float.

An updated and comprehensive QRA has also been revised and resubmitted at Activity 5 to reflect the position and contract negotiations with the preferred bidder along with the reduction of land risks identified at FBC at Activity 4

In response to a clarification raised at Activity 4, an updated Communication Plan has been provided in the Activity 5 submission which details the approach, media, audience and management of key messages to key stakeholders and wider public consultation engagement.