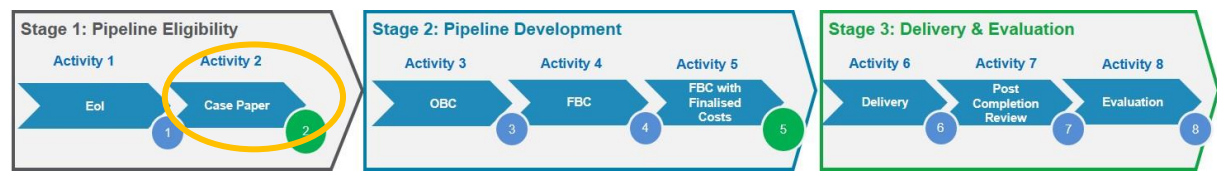


Section A: Scheme Summary

Name of Scheme:	A629 Phase 4: Ainley Top & Wider Strategic Interventions
PMO Scheme Code:	WYTF – PA4 - 015
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Mark Thompson
Lead Promoter Contact:	Chris Hoesli – Programme Manager
Applicable Funding Stream:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Forecasted Full Approval Date (Decision Point 5):	December 2019
Forecasted Completion Date:	December 2020
Total Scheme Cost (£):	£30m
WYCA Funding (£):	£30m
Total other public sector investment (£):	None
Total other private sector investment (£):	None
Is this a standalone Project?	No – It is a deliverable phase of the wider A629 corridor project between Halifax and Huddersfield
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – West Yorkshire plus Transport Fund
Current Funding Allocation:	The project has received £75,000 of pre-feasibility funding.

Current Assurance Process Activity:



Scheme Description:

Calderdale Council (CMBC) and Kirklees Council (KMBC) are each developing a number of schemes to be delivered through the West Yorkshire Plus Transport Fund (WY+TF). One of the WY+TF schemes currently being developed jointly by the two authorities involves significant improvements to the A629 corridor between Halifax and Huddersfield.

Delivery of the full corridor strategy will take a number of years to realise due to the complexity and extent of the various proposals. The scheme has therefore been split into a number of phases, with the development of the following components initially prioritised due to the greater contribution to overall impacts that these are expected to generate:

- Phase 1 – Calderdale Southern Section;
- Phase 2 (incorporating Phase 3) – Halifax Town Centre; and
- Phase 5 – Ainley Top into Huddersfield

The A629 Phase 4 comprises the last phase in a programme of planned improvements to the highway corridor linking Halifax and Huddersfield, being developed and funded under the West Yorkshire Plus Transport Fund (WY+TF).

An Expression of Interest (Eol) for the A629 Phase 4 was approved by WYCA's Programme Appraisal Team (PAT) on 22nd February 2017, setting out high level details of the Phase 4 project, its anticipated outputs and proposed programme for delivery. Content of the Eol was informed by the indicative scope of interventions defined at the time of the Fund's inception, alongside the identification of likely 'gaps' in scheme outputs that will remain to be filled on completion of other neighbouring phases of the corridor at more advanced stages of development.

Previously approved funding of £75,000 allowed the undertaking of pre-feasibility work to better define the scope of likely interventions for development and delivery as part of Phase 4, such that the overarching benefits of the A629 scheme as a whole can be achieved, given their role in justifying the scheme's inclusion within the original WY+TF package at West Yorkshire level.

This Eol Addendum provides an update to the earlier Eol in light of findings from this pre-feasibility work, now it has been completed. The detail it provides should be reviewed by WYCA in combination with content from the original Eol in order to inform preparation of a Case Paper for the scheme. In turn, this will enable a feasibility budget to be released and the project to advance through to Activity 3 (Outline Business Case) in WYCA's PMO process, assuming prior confirmation of pipeline eligibility is secured from the WYCA Investment Committee in September 2017.

Business Case Summary:	
Strategic Case	The SEP lists both Halifax and Huddersfield (Urban Growth Centres) and Lindley Moor East and Lindley Moor West (Employment Growth Area) as spatial priority areas, identified as potential major areas for growth. This emphasises the importance of delivering improvements on the A629 to help support the growth and regeneration of these spatial priority areas.
Commercial Case	<p>Established proposals for Phases 1, 2 and 5 are expected to provide a significant proportion of the overall scheme outcomes needed to deliver target benefits. Work already undertaken on Phase 4 has helped to define the scope of likely interventions that can contribute to the delivery of these overarching benefits of the A629 scheme. Whilst failure to deliver Phase 4 would not prevent realisation of the benefits attributable to other phases, the net benefits of the overarching corridor strategy would not be realised.</p> <p>Despite the clear interdependency with other phases, the A629 Phase 4 scheme is expected to provide some independent benefits in its own right. In particular targeting congestion hotspots at Ainley Top and West Vale where no interventions are currently proposed; the latter being one of the primary locations for delays to bus services that serve the corridor. In addition, since end-to-end bus journey times between Halifax and Huddersfield remain uncompetitive when compared to travel by private car, further intervention is required in phase 4 to establish more sustainable trips to/from new developments by public transport.</p>
Economic Case	<p>Phase 4 aims to contribute to SEP Priority 4 – infrastructure for growth by achieving the following objectives:</p> <ul style="list-style-type: none"> • Improve accessibility to the economic centres of Halifax and Huddersfield • Facilitate local development and job creation • Improve air quality and reduce carbon <p>It aims to deliver the objectives by mainly:</p> <ul style="list-style-type: none"> • Improving operation of Ainley Top • Achieving modal shift from car to bus by making bus journeys more attractive via highway and soft measures • Building new highway link • Improving cycling and walking facilities.
Financial Case	<p>The total cost of the scheme is estimated to be £30m. Initial capital costs have been compiled as part the Expression of Interest, with costs for development and risk benchmarked against other phases of the A629 programme.</p> <p>Funding required to get to the end of Activity 5 (FBC+) is estimated at £2.355, which includes the £0.570m requested for completion of Activity 3 (OBC).</p>
Management Case	Calderdale Council and Kirklees Council are the joint promoters of the A629 phase 4 works. Calderdale Council are leading on the delivery of the works, with support from WYCA in the development stages.