

Section A: Scheme Summary

Name of Scheme:	West Yorkshire-plus Transport Fund A629 Halifax Road - Phase 5
PMO Scheme Code:	WYTF-PA4-019
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Simon Taylor, Kirklees Council
Lead Promoter Contact:	Steven Hanley, Kirklees Council

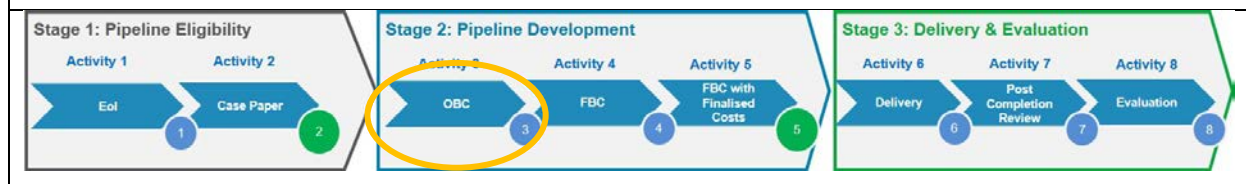
Applicable Funding Stream:	Growth Deal (West Yorkshire-plus Transport Fund)
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth

Forecasted Full Approval Date (Decision Point 5):	31/01/2020
Forecasted Completion Date:	30/08/2021

Total Scheme Cost (£):	£12.09 million (Total for phases one to five £120.6 million)
WYCA Funding (£):	£12.09 million (Total for phases one to five £120.6 million)
Total other public sector investment (£):	None
Total other private sector investment (£):	£150,000 (indexed linked) from S106 agreement in relation to a housing development off the A629. Due to uncertainty of timescale/trigger this is proposed to be off-set or reimbursed to the project at the appropriate time.

Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes - Part of the A629 Halifax to Huddersfield Corridor (phases one to five)
Current Funding Allocation:	Total for phases one to five £120.6 million

Current Assurance Process Activity:



Scheme Description:

This project will deliver traffic capacity improvements at several locations as described below:

- 1) Blacker Road / Edgerton Grove Road / New North Road / Edgerton Road Junction (Blacker Road Junction) – road widening northbound and westbound
- 2) East Street / Birkby Road / Halifax Road Junction (Cavalry Arms Junction) - Re-align east-west approach lanes.
- 3) Cavalry Arms to Birchencliffe Hill Road – Seek to remove parking from both sides of the road to enable free-flow of traffic and enable footways to be used safely. Cars currently park on both sides of the road, blocking footways and preventing free-flow of traffic.
- 4) Yew Tree Road to Ainley Top - Extend southern approach lanes and create new left slip on to roundabout.

The scheme objectives are:

- Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout. This will amount to at least one minute saving for all road users in both directions by 2022 and will also support delivery of the Lindley Moor West and East Enterprise Zones.
- Job retention and growth in the wider area with the creation of 189 indirect jobs by 2030. The West Yorkshire Urban Dynamic Model demonstrates up to 465 indirect jobs created.
- Support housing growth in Lindley area and west Huddersfield generally (1,230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
- Improve air quality for local residents by contributing to a reduction of NO_x levels by 10µg/m³ and a target PM 2.5 particulates to 7µg/m³
- Contribute to improved gross value added across West Yorkshire. The West Yorkshire Urban Dynamic Model demonstrates a GVA increase of £29m by 2030.

Business Case Summary:

Strategic Case

As part of the 'City Deal' between West Yorkshire, York and government, a new Transport Fund in excess of £1bn targeted specifically to increase housing, employment and economic growth across the region has been created. The West Yorkshire-plus Transport Fund identified a core 10-year package of measures that would enable change and deliver economic growth in the short to medium-term.

In developing the Transport Fund programme, an initial list of 120 projects were assessed against the key objectives of the fund, these being to increase employment and overall economic growth (minimum GVA criteria 1.5) while also achieving two employment accessibility minima:

- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities
- Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across the district.

	<p>Following this assessment, 53 projects were taken forward for appraisal and ranked according to performance in GVA terms. The A629 Halifax to Huddersfield corridor was ranked 18 out of 53 and forecast to create 1,740 jobs by 2026, relieve congestion, reduce journey times for general traffic and improve pedestrian and cycling accessibility.</p>
Commercial Case	<p>Both Kirklees and Calderdale's Local Plans have identified the need to provide new transport infrastructure to accommodate future traffic growth arising from housing and employment needs within their districts. Congestion, long journey times and poor air quality is already experienced along the A629 corridor.</p> <p>The Department for Transport's Road Traffic Forecasts (2015 report) suggests national growth will be within a range of 19-55% between 2010 and 2040; and that growth is expected to be particularly strong on the Strategic Road Network (29-60%) with principal roads and minor roads projected to experience growth of 12-51% and 10-54% respectively.</p> <p>Local traffic growth forecasts for the A629 Phase 5 network, suggest an up to 12% increase in traffic by 2036. As the existing network is already congested (refer to existing issues) there is a clear case for change to ensure that economic growth can be sustained.</p> <p>Future Local Plan housing and employment sites may not be brought forward. Current planned development rollout will be slower and congestion on the corridor will get even worse. This is a key issue for the economies of west Huddersfield and east Calderdale, as access to the M62 for both districts is vital.</p>
Economic Case	<p>The economic case has been developed to identify economic impacts and resultant value for money. A proportional approach has been applied to the appraisal process according to the West Yorkshire Combined Authority's assurance framework. The scheme is considered to fall into the low cost (less than £20m) requiring benefits cost ratio and Gross Value Added wider benefits appraisal to be undertaken. A simple benefit to cost ratio appraisal has been carried out based on four modelled time periods for Cavalry Arms to Ainley Top and two modelled periods for the Blacker Road junction.</p>
Financial Case	<p>Kirklees Council has produced a full cost plan supported by an outline programme and a comprehensive risk register. This will be refined at full business case stage to ensure a detailed cost assessment is reached.</p>
Management Case	<p>Kirklees Council has established an Internal Programme Board, Project Board and Project Teams specifically for Transport Fund project delivery. The project will be managed in accordance with Kirklees Council's Framework for Successful Projects (FSP) based on PRINCE2.</p>