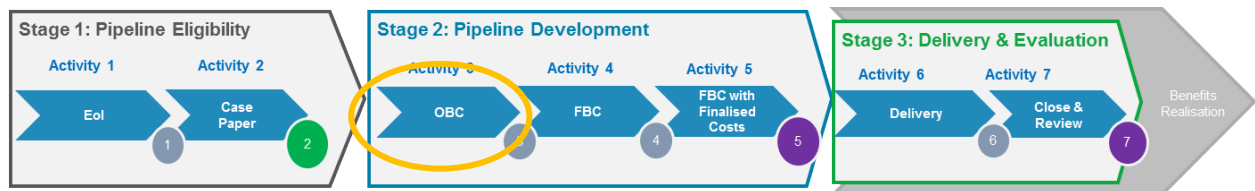


## Appendix 4: Scheme Summary

<b>Name of Scheme:</b>	<b>A646/A6033</b>
<b>PMO Scheme Code:</b>	WYTF-PA4-038a-8
<b>Lead Organisation:</b>	Calderdale Council
<b>Senior Responsible Officer:</b>	Mary Farrar
<b>Lead Promoter Contact:</b>	Peter Stubbs
<b>Case Officer:</b>	Simon Collingwood
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	100% funded from the West Yorkshire plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Growth Deal - West Yorkshire plus Transport Fund
<b>Approvals to Date:</b>	Corridor Improvement Programme received decision point 2 approval (case paper) from the Combined Authority in June 2017.
<b>Forecasted Full Approval Date (Decision Point 5):</b>	August 2019
<b>Forecasted Completion Date (Decision Point 6):</b>	March 2021
<b>Total Scheme Cost (£):</b>	£5,091,750
<b>Combined Authority Funding (£):</b>	£5,091,750
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0
<b>Is this a standalone Project?</b>	Yes
<b>Is this a Programme?</b>	Yes
<b>Is this Project part of an agreed Programme?</b>	A646/A6033 Corridor Improvements Programme

## Current Assurance Process Activity:



## Scheme Description:

The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033. Proposals include:

- Junction improvements;
- Bus facility improvements;
- Provision of pedestrian crossing facilities;
- Provision of cycle facilities;
- Linkages to existing walking and cycling routes;
- Public realm improvements; and
- Footbridge replacement.

## Business Case Summary:

### Strategic Case

Socio-economic drivers are strongly set out, with restrictions to connectivity being well argued as one of the barriers to improving the district's economy. Health benefits of promoting active travel and improving air quality are also set out. However, business drivers are less developed, with restrictions to employment growth being more based on the topography of the district leaving little unsuitable land to develop. CIP cannot address these issues but there is a driver of connecting people along the corridor to other centres of employment in the wider Leeds City Region and Greater Manchester (half of Calderdale residents commute out of district) by improving traffic flow, in particular to the M62. There is a specific reference to a large employment site earmarked for development at Mytholmroyd, adding extra pressure on the New Road/A646 junction. Actual deliverability of site may be impacted without any CIP interventions to improve access.

### Commercial Case

Multiple sources of evidence provided (see below). Note: BIM-UK is not able to comment on whether the evidence provided to support the market demand justification is adequate to satisfy the requirements of an OBC and pass decision point 3.

- Evidence of population growth statistics provided.
- The UDM identifies that growth would be limited without this investment.
- Evidence provided in the Sowerby Bridge Transport study that

	<p>current traffic volumes result in reduced productivity and deter further investment.</p> <ul style="list-style-type: none"> <li>• Evidence has been provided of consultation with local businesses that corroborates that congestion deters some businesses from making further investments and causes some businesses to lose their competitive advantage.</li> </ul> <p>The commercial viability and financial sustainability of the scheme is not dependent upon market demand as the scope of work relates to highway infrastructure improvements. The OBC states that market demand stems from the requirement for transport improvements to support development aspirations and to address the limitations and constraints arising from the existing network arrangements. Financial sustainability beyond the completion of the project and the Combined Authority's investment predominantly relates to the affordability of operational / maintenance costs. Whilst details of these costs are not provided in the OBC, it is stated that Calderdale's existing maintenance and funding profile will fund these costs.</p>
<b>Economic Case</b>	<p>A long list of 130 potential interventions were developed and considered for this Corridor Improvement Programme project for Calderdale. The schemes range from local junction improvement to developing a new bypass to carry traffic around Sowerby Bridge. Journey time reliability, congestion, future housing growth, active modes, air quality and collisions were used to appraise the long list of options which are consistent with SEP priorities and as such is appropriate for such use.</p>
<b>Financial Case</b>	<p>As preliminary design information is not yet complete, there is a lack of certainty regarding the calculated outturn capital cost. In addition, the following key areas need to be addressed in order to gain confidence in the figures provided;</p> <ul style="list-style-type: none"> <li>▪ The total of the figures provided is £4,896,750 (+£9,730).</li> <li>▪ There is uncertainty around the figures used for Project Development, Enabling Works, Delivery, Other and Risk.</li> </ul> <p>Please refer to the section below and the Quantitative Review for further details.</p>
<b>Management Case</b>	<p>The scheme has a good management case. A high level programme has been developed to outline key milestone dates, although this is only demonstrated at a high level within the business case; more detail is required.</p> <p>The Highways and Transportation team will ensure that the scheme's development and delivery is closely aligned with other projects being led by the team.</p> <p>A summary has been provided for all the key roles on the project and their responsibilities.</p> <p>There is a project board and the right individuals would seem to be on the project board. A copy of the governance structure has been provided with the OBC.</p>

Location map:

