

Section A: Scheme Summary

Name of Scheme:	Kirklees - Huddersfield Southern Corridors
PMO Scheme Code:	WYTF-PA4-038a-5
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Karl Battersby
Lead Promoter Contact:	Keith Bloomfield
Case Officer:	Asif Abed

Applicable Funding Stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund (Transport Fund)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth

Approvals to Date:	<p>29 June 2017 Combined Authority:</p> <ul style="list-style-type: none"> Approval of the Corridor Improvement Programme (CIP) Phase 1 package of schemes, with indicative approval of £8.199m allocated to this scheme. Approval of CIP programme development costs with £800,000 allocated to Kirklees Council, of which £300,000 sought for this scheme.
Forecasted Full Approval Date (Decision Point 5):	April 2020
Forecasted Completion Date (Decision Point 6):	November 2022

Total Scheme Cost (£):	£8.199 million
WYCA Funding (£):	£8.199 million (Transport Fund)
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

Is this a standalone Project?	Yes
Is this a Programme?	No

Is this Project part of an agreed Programme?

Yes - Corridor Improvement Programme Phase 1

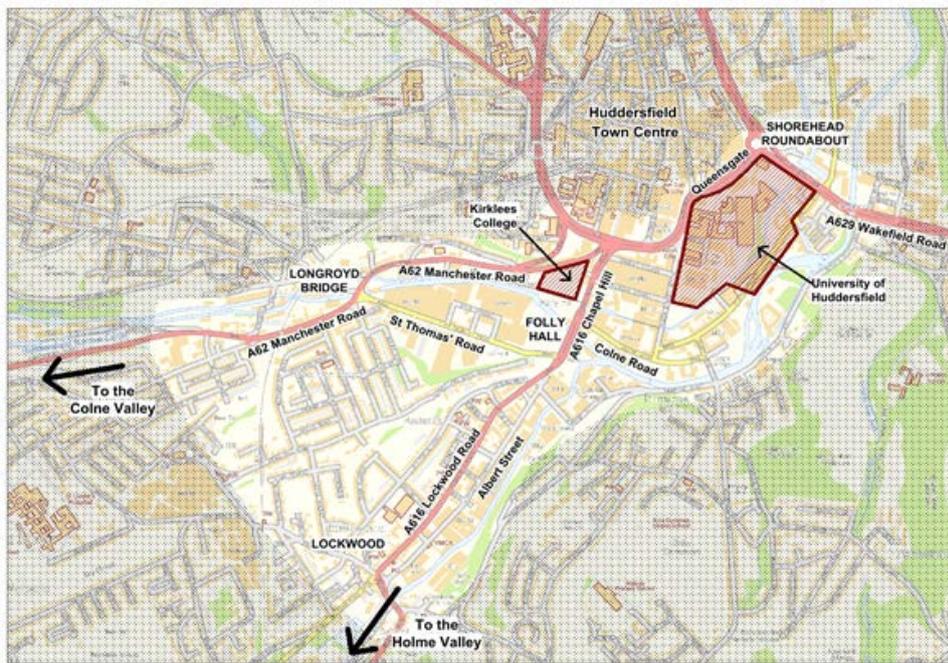
Current Assurance Process Activity:



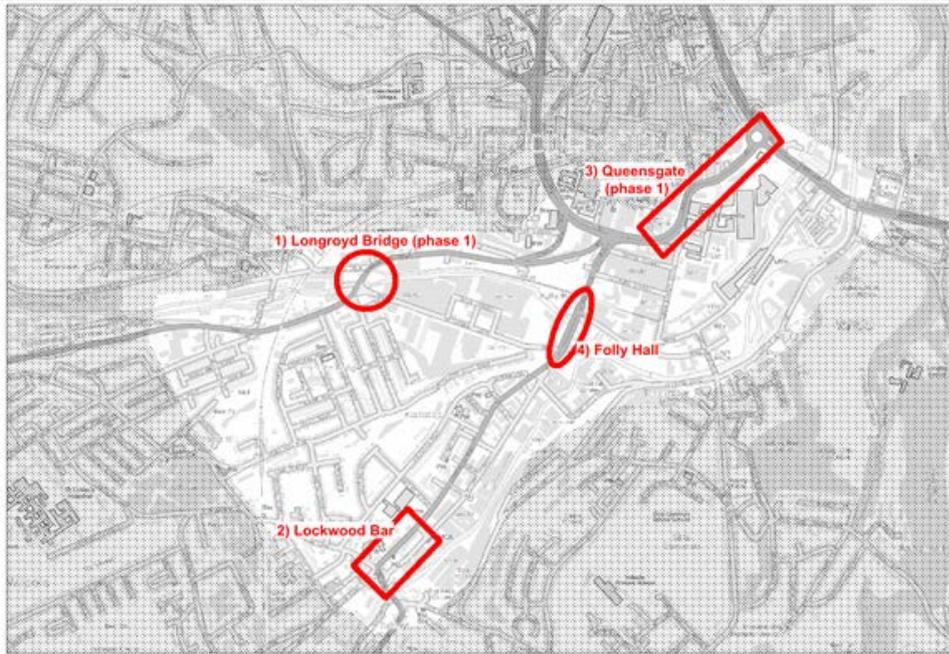
Scheme Description:

The Huddersfield Southern Corridors (HSC) scheme is a package of measures that seeks to address some of the causes of vehicle-based congestion on the southern side of Huddersfield town centre, in order to improve journey times and journey time reliability. This will help facilitate delivery of the proposed development put forward in the emerging Kirklees Local Plan.

The HSC project area is shown below:



Within the first delivery phase, improvements are proposed at the four locations shown below:



Delivery of the HSC scheme is a key element of the strategy to provide the Huddersfield area with the infrastructure it needs to support growth. It will enable the local road network to operate more efficiently by reducing congestion, improving journey times, providing infrastructure to support modal shift towards more sustainable modes, and providing capacity for growth.

The Kirklees economy is the third largest in the City Region and, in terms of manufacturing, the third largest in England. Whilst the service sector provides about 70% of all jobs in the district, the manufacturing sector remains very significant. However, at £14,000 Gross Value Added (GVA) is low compared to £17,700 in Leeds City Region and £21,000 in England. The Huddersfield area is currently home to over 6,000 businesses and a population of over 150,000 people. The population is expected to grow at a rate of nearly 2,400 per annum for the next 20 years.

There are currently more than 50,000 people in employment in the Huddersfield area, yet a high proportion of its residents commute to work outside the district. Most of these journeys are made by private car, leading to peak time traffic congestion and contributing to greenhouse gas emissions. Transport costs and limited sustainable travel links / infrastructure are barriers to those who might otherwise be able to take up jobs that are located in an out-of-town or rural settings and/or outside Kirklees.

The HSC area of town (Lockwood, Thornton Lodge, Crosland Moor, Longroyd Bridge, plus parts of Newsome and Paddock) faces numerous economic challenges, with high levels of deprivation, poor health, low levels of car ownership etc., and it is therefore essential that the transport infrastructure in the area stimulates development opportunities rather than constrains them.

Business Case Summary:

Strategic Case

The A616 Chapel Hill - Lockwood Road – Bridge Street and the A62 Manchester Road are the only two strategic routes linking the population (c. 70,000. Census 2011) of the Colne and Holme Valleys with Huddersfield, Sheffield and numerous job opportunities within Leeds City Region and along the Trans-Pennine corridor between Manchester and Leeds, either by rail or the M62.

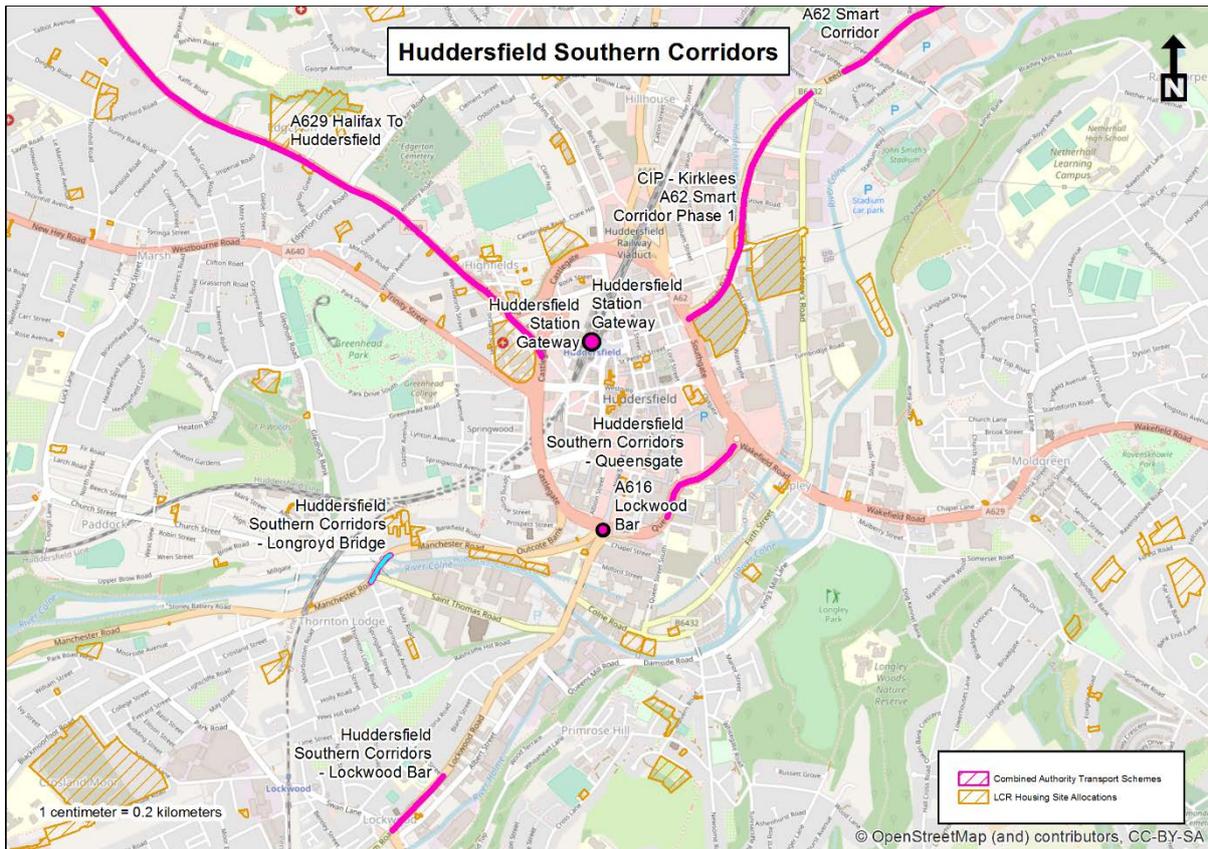
	<p>The HSC project forms part of the West Yorkshire-plus Transport Fund (Transport Fund) Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. The project is also aligned with Priority 1 – Growing Business.</p> <p>The project will aim to improve travel options for all modes within the HSC area and reduce delay times for general traffic and buses. By making targeted capacity enhancements, the HSC scheme is expected to act as a key enabler for delivery of the emerging Kirklees Local Plan, thus supporting investment and economic growth in the area.</p> <p>The HSC scheme will help deliver on the main Transport Fund Corridor Improvement Programme (CIP) objective, which is to reduce congestion on priority highway corridors / junctions on the West Yorkshire Key Route Network.</p>
<p>Commercial Case</p>	<p>The road network within the Huddersfield Southern Gateway project area is already congested and constrained. Without any improvement it would be likely to fail to cope with additional trips generated as a result of planned growth at strategic sites allocated in the emerging Kirklees Local Plan.</p> <p>According to DfT forecasts, traffic in the HSC area is predicted to grow at a rate of around 1% per annum between now and 2037. As a result, existing levels of congestion and delay can be expected to worsen and adversely impact on the local economy, potentially constraining growth and realisation of the emerging Kirklees Local Plan.</p> <p>Transport modelling undertaken by the council indicates that without further investment, average journey times will continue to worsen.</p> <p>Without investment in transport infrastructure, the attractiveness of the HSC project area will remain unchanged and perceived inaccessibility coupled with a poor image could prolong the lack of investment in the town. This would be likely to constrain access to potential employment and training opportunities amongst residents of the deprived areas in and around the project area, and the current physical barriers restricting access to employment opportunities in the emerging Kirklees Local Plan will remain. Combined, this could mean the socio-economic conditions currently experienced by residents will not be improved and the potential wider economic benefits not achieved.</p> <p>Transport infrastructure investment in the HSC project area represents an opportunity to build on the concentration of industries and small businesses within the locality and to reinvigorate their reputation, as well as to create new, attractive arrival ‘gateways’ to Huddersfield town centre.</p> <p>The objectives of the scheme align with Regional and Local Policy Objectives as well as national transport and sustainable development objectives, the Leeds City Region, WYLTP3, the emerging Kirklees Local Plan (Policy TS3) and the Kirklees Economic Strategy.</p>
<p>Economic Case</p>	<p>The project will deliver against Strategic Priority 4, Infrastructure for Growth and is expected to:</p>

	<ul style="list-style-type: none"> • help facilitate the delivery of 2000+ new homes and up to 1,200 new jobs at sites allocated within the emerging Kirklees Local Plan for south Huddersfield and the Holme and Colne Valleys; • improve access to Huddersfield town centre from the south, and journey times to/from existing and proposed employment, residential and education sites via Lockwood Bar on the A616 and Longroyd Bridge on the A62; • reduce existing traffic congestion and increase capacity; • improve pedestrian, cycle and bus infrastructure within the project area; • create a beneficial change to air pollution, noise and greenhouse gases, as queuing during the peak hours reduces; • reduce traffic accident levels within the project area. <p>The economic assessment shows that the scheme is predicted to provide high to very high value for money for both options assessed, with a forecast Benefit to Cost Ratio (BCR) of 2.2 to 4.7. As the scheme is further refined, there is good potential for the BCR to improve.</p>
Financial Case	<p>The project is currently predicted to require 100% funding from the Combined Authority to deliver the scheme. To date £300,000 has been approved to develop the project. A further £2.234 million is sought to develop the project to full business case plus finalised costs. This includes £565,400 of development costs (for surveys, consultation, transport modelling, design, project management, etc.), plus up to £1.62 million for potential land acquisition and associated legal costs.</p> <p>The total project cost for the preferred option is currently estimated to be £8,199,215, based on design and feasibility work undertaken to date. The delivery element of the scheme will be supported by a more detailed cost plan. The scheme costs include a Quantified Risk Allowance (QRA) allocation of £983,342, plus 10% contingency.</p> <p>The estimated total amount required to deliver the scheme of £8,199,215 is in line with the £8.2 million requested at decision point 2.</p>
Management Case	<p>Kirklees Council are the scheme promoter and are leading on the overall project management of the scheme. A core project team is currently in place, with a new Project Manager having been appointed to develop the full business case. Additional specialist resources will be sought through the life of the project.</p> <p>A Kirklees Corporate Programme Board (CPB) has been established for overarching corporate governance and management, and is responsible for the strategic development refinement and delivery of projects within the Combined Authority Programme. The CPB is the group responsible for providing direction to the project, has delegated powers to make decisions on behalf of the council and represents the interests of the business case.</p> <p>The project follows the Prince 2 project methodology. A Benefits Realisation plan and a Monitoring and Evaluation plan have both been submitted and will be further refined during at full business case.</p>

A public engagement exercise has been undertaken for the project and a further engagement period will take place before the submission of the full business case.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>