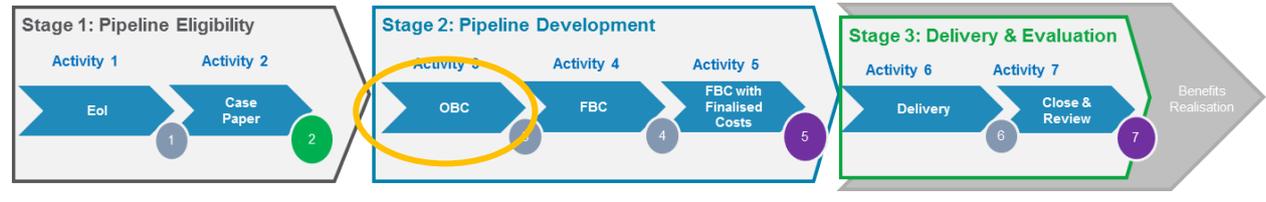


Scheme Summary

Name of Scheme:	A629 Phase 4
PMO Scheme Code:	WYTF-PA4-015
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Mark Thompson
Lead Promoter Contact:	Chris Hoesli
Case Officer:	Asif Abed
Applicable Funding Stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4 - Infrastructure for Growth
Approvals to Date:	<p>5 October 2017 Combined Authority approval at decision point 2 (case paper):</p> <ul style="list-style-type: none"> • Indicative approval of £30 million scheme costs from the West Yorkshire-plus Transport Fund • £0.570m of additional project development costs, taking total approval to £0.645m to progress the scheme to decision point 3 (Outline business case)
Forecasted Full Approval Date (Decision Point 5):	Summer 2023
Forecasted Completion Date (Decision Point 6):	Summer / Autumn 2025
Total Scheme Cost (£):	£25.928 million
Combined Authority Funding (£):	£25.928 million
Total other public sector investment (£):	£0 (potential for Highways England contribution which will offset West Yorkshire plus Transport Fund requested)
Total other private sector investment (£):	£0
Is this a standalone Project?	No

Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes - A629 Corridor Programme

Current Assurance Process Activity:

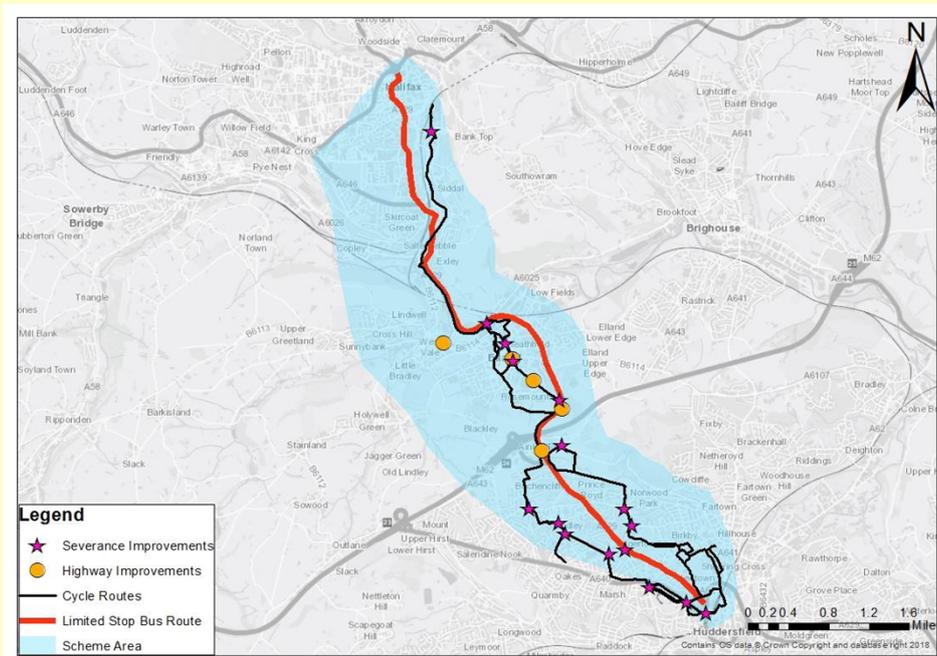


Scheme Description:

The A629 Halifax to Huddersfield scheme is the fourth (and final) phase of the A629 corridor improvement programme.

The A629 corridor programme has been jointly developed in partnership between Calderdale Metropolitan Borough Council and Kirklees Metropolitan Borough Council and addresses strategic accessibility through highway capacity and operational improvements, cycle infrastructure and enhancements to the bus network.

Phase 4 provides the multimodal infrastructure following capacity improvements from Phases 1a, 1b and 5, focusing on a holistic corridor view to address journey times and routing for sustainable modes between Halifax and Huddersfield.



Business Case Summary:

Strategic Case

From an economic context, commuting flows show that there is an insufficient number of jobs within Kirklees, resulting in a higher level of outward commuting. Therefore, there is an opportunity for job creation within Kirklees, to address the commuting imbalance, and promote economic expansion.

Similarly, job creation within Calderdale has the potential to reduce the level of outward commuters and could also reduce the higher level of

<p>Commercial Case</p>	<p>Calderdale’s population is expected to grow by 12% over the next 20 years and Kirklees by 6% by 2026. Significant, planned job growth in Halifax, Huddersfield, the Copley Valley, Elland, Brighouse, Lindley and Huddersfield Royal Infirmary will accommodate this increase.</p> <p>The UDM analysis mapped out specific spatial patterns where growth would be limited, in addition to a map of West Yorkshire highlighting congestion hotspots. One of these corridors, which combined accommodate around 60% of all traffic and economic activity in West Yorkshire, was the A629.</p> <p>More locally, the Local Plan transport evidence base for both Calderdale and Kirklees predicts how increased demands on the West Yorkshire Key Route Network (WYKRN) will constrain future economic growth if the current performance of the A629 is not improved, compromising the viability of Local Plan sites located along the corridor.</p> <p>Procurement of a contractor will be through the YORCivils framework, via a single stage tender process. The YORCivils process aligns with Calderdale Metropolitan Borough Council’s and Kirklees Metropolitan Borough Council’s aspirations to engage with and use local suppliers, labour and skills, while offering contract management expertise.</p>
<p>Economic Case</p>	<p>The long list of options has considered the aspirations of the overall A629 Corridor Improvement proposals, which are summarised in the three headline objectives of:</p> <ul style="list-style-type: none"> • improving accessibility to the economic centres of Halifax and Huddersfield; • facilitating local development, • job creation. <p>Through the long list process, 132 interventions were identified. The majority focused on specific sections of the corridor, while others were more holistic, corridor wide proposals covering the following themes:</p> <ul style="list-style-type: none"> • Public transport (bus and rail) • Walking • Cycling • Freight • Public realm • Policy • Technology / Urban Traffic Management Control • Park & Ride <p>The process for identification of potential schemes aimed to be inclusive of all options and reflect the growth aspirations of Calderdale and Kirklees, while appreciating that some of the issues identified have been resolved through other phases of the A629 corridor proposals.</p> <p>The preferred option demonstrates a benefit cost ratio of 1.089:1, which when assessed against the Department for Transport’s value for money criteria, this would score as a low value for money scheme. However, the proposal has strong strategic drivers of addressing connectivity concerns along the A629 corridor for both public transport and active travel mode users, supporting reduction in road congestion, and improving</p>

	connectivity.
Financial Case	<p>Total project outturn capital cost is £25.928 million, to be wholly funded from the West Yorkshire-plus Transport Fund.</p> <p>It is anticipated project development costs will be expended by summer 2023 (Full business case with finalised costs approval), with construction costs to be incurred to summer/autumn 2025 (practical completion).</p> <p>Phase 4 is to be delivered within the £120.6 million West Yorkshire plus Transport Fund allocation for the A629 Corridor and Halifax Town Centre Plan programme.</p>
Management Case	<p>Calderdale Metropolitan Borough Council has the project management systems, skills and track record to be able to deliver this project successfully, alongside robust procurement and financial monitoring systems. This is demonstrated by delivery of numerous externally funded projects, most recently, the £8.5 million West Yorkshire-plus Transport Fund A629 Phase 1a project, which completed on time in November 2018 within budget.</p> <p>The Major Projects team at Calderdale Metropolitan Borough Council is leading on A629 Phase 4, with representatives from KMBC working in partnership with Calderdale Metropolitan Borough Council. The project delivery team operates within very robust rules and procedures. This ensures that the West Yorkshire-plus Transport Fund team maintains compliance with current UK and EU legislation and stays in line with the wider Councils priority outcomes; growth, ambition, resilience, sustainability, efficiency and fairness.</p> <p>Approval of the full business with finalised costs is expected in summer 2023, with completion of construction by summer/autumn 2025.</p> <p>Early undertaking of land negotiations and compulsory purchase orders will minimise the risk of scheme non-delivery.</p> <p>Key Stakeholder Engagement and public engagement was completed in Spring 2019 and received largely positive responses to the proposals. Further public engagement will take place at the end of the preliminary design stage. Engagement with landowners and specialist/interest groups will be ongoing throughout the FBC development.</p>

Location map:

The following location maps shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area including the individual phases of the A629 scheme.

