

Section A: Scheme Summary

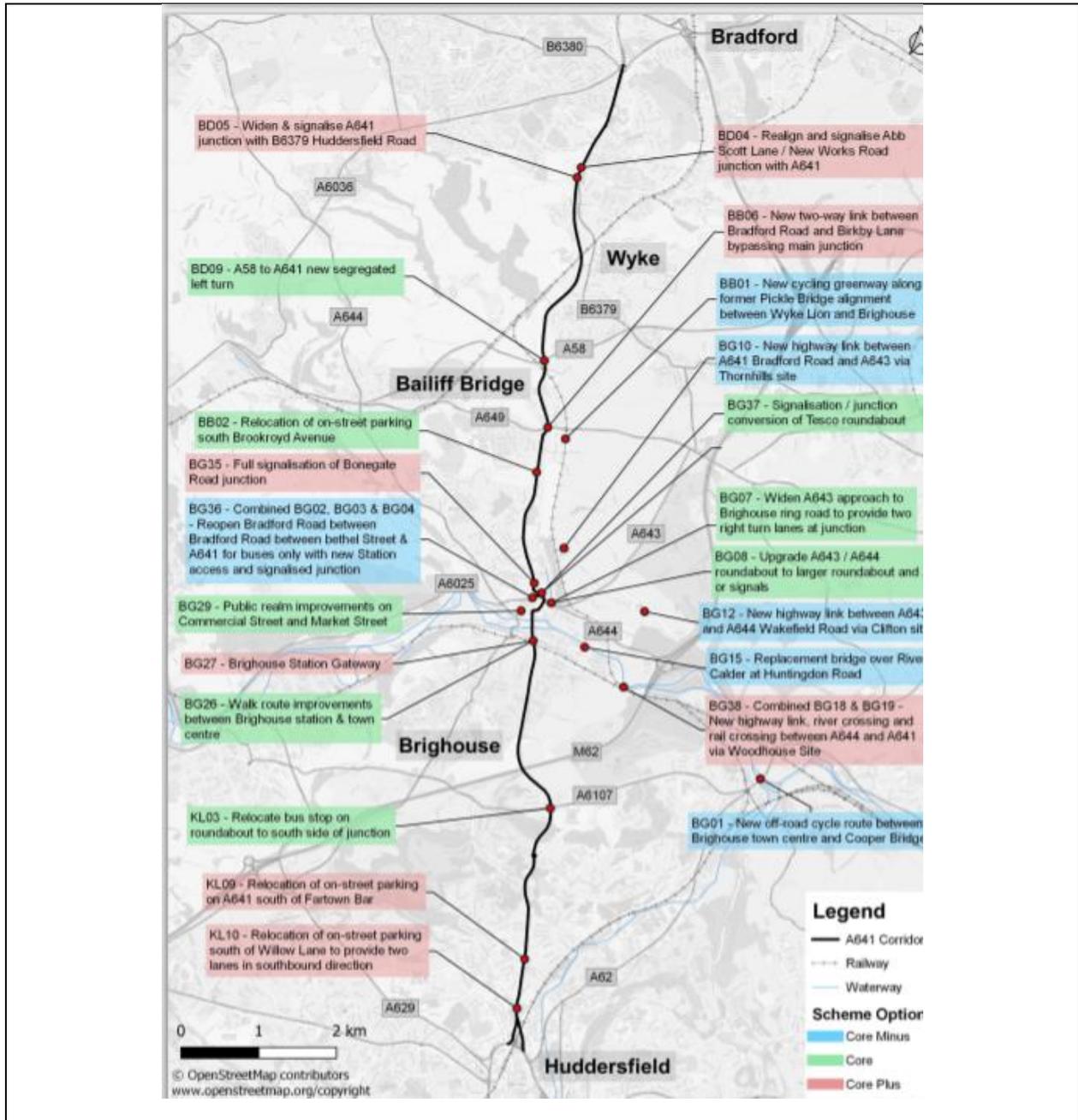
Name of Scheme:	A641 Bradford Huddersfield Corridor
Location of Scheme:	A641 corridor from Odsal Top (BD6 1) to Huddersfield Ring Road (HD1 6), including a stretch of the A644 from Brighouse town centre to M62 Junction 25 (HD6 4)
PMO Scheme Code:	WYTF-PA4-009
Lead Organisation:	Calderdale City Council
Senior Responsible Officer:	Steven Lee, Calderdale City Council
Lead Promoter Contact:	Hollie Good
Combined Authority Lead/ Programme Manager:	Caroline Coy
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
Combined Authority approvals to date:	<p>Decision Point 1: EOI May 2017</p> <p>Decision Point 2: Case Paper September 2017. Deferred from progressing to OBC. Approval of £0.630m taking total development cost approval to £0.730m to support further work at Activity 2. Total cost estimate presented as £92m of which £52m to be funded through the WY+TF.</p> <p>November 2018 – approval of a further £0.064m to support Multi Modal Model, taking total approval to £0.794m.</p> <p>Transport Fund re-baseline exercise 2020 – the scheme has an allocation of £75.54 million from the WY+TF. This included an estimated Quantified Risk Assessment of £23.32m.</p>
Forecasted Full Approval Date (Decision Point 5):	June 2024
Forecasted Completion Date (Decision Point 6):	December 2025
Total Scheme Cost for the preferred way forward (£):	£95.1m (for the Preferred Way Forward option)
WYCA Funding (£):	£75.54 million
Total other public sector investment (£):	To be determined Possibility of complimentary funding from other transport fund programmes such as CityConnect, CIP, and TCF.

	Possibility of securing £4.5m from the Northern Powerhouse Investment Fund (NPIF). Delivery timescales however maybe an issue.
Total other private sector investment (£):	Significant contribution from developers to be sought. The level of contribution to be determined once the scheme scope is finalised.
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No – but supports delivery of the WY+TF

A.1	Scheme Description
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The A641 is part of the defined West Yorkshire Key Route Network. Given the position of the scheme between three local authorities and with direct connection to the motorway network, a strategic intervention is needed to support the local and regional economy and ensure good growth occurs which supports sustainable modes of travel whilst utilising and enhancing the existing blue and green infrastructure in the area.

The proposed Preferred Way Forward scheme is made up of a series of interventions as set out in the scheme plan below:



A.2 Business Case Summary

Strategic Case

The A641 forms part of the Key Route Network (KRN) between Huddersfield and Bradford, carrying 38,000 vehicles per day. It also provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644).

Workshops completed in 2016 and 2019 supported the identification of several transport-related issues experienced along the corridor including:

- Slow and unreliable bus journey times along the corridor, limiting the attractiveness and usage of bus travel
- Car dominated highway network

- Poor air quality (designated Air Quality Management Area (AQMA))
- Delay and congestion along the corridor for all modes, reducing accessibility
- Limited and unattractive pedestrian and cyclist facilities and crossings
- Poor connectivity between Brighouse town centre and rail station, constraining modal transfer
- Environmental issues relating to impacts of flooding and the impact on the transport network

The Preferred Way Forward seeks to address the issues identified with anticipation to improve journey times and journey reliability, and to improve accessibility and connectivity to encourage multi modal travel. As a result, the scheme will reduce congestion levels, contributing to carbon reduction, air quality improvements, and the safeguarding of natural environments.

Additionally, the scheme will unlock land for employment and sustainable housing growth in the south east Calderdale area, facilitating development of the Clifton Enterprise Zone and two sites as the new garden suburbs in Brighouse to deliver over 3,200 new homes as a key part of the local plan.

The proposed interventions and desired outcomes support several national, regional, and local transport policies and strategies including the UK Industrial Strategy, Clean Growth Strategy, the Leeds City Region Strategic Economic Plan, the West Yorkshire plus Transport Fund, and the respective local plans of Calderdale and Kirklees.

Economic Case

The option appraisal has been developed considering a long list of over 80 potential transport interventions, including new highway links, junction and highway improvements, bus priority measures, and active mode schemes.

A multicriteria analysis using the Critical Success Factors has been applied for scoring and sifting the options. The resulting schemes have been aggregated in four packages to be assessed against the do-nothing scenario: core minus, core, core plus and core plus plus.

Indicative benefits and costs for each package have been estimated. The scheme costs vary in a range between £33.6 million and £93.9 million (2010 prices and values) considering the development contributions.

The majority of the benefits derive from the highway impact (general traffic) and would amount to over £120 million. The resulting Benefit Cost Ratio (BCR) values correspond to Value for Money categories of 'medium' for core plus and core plus plus packages and 'high' for minus core and core.

An Urban Dynamic Model (UDM) appraisal was also undertaken with results supporting creation of 543 jobs in West Yorkshire and £56.5 million GVA (2009 prices)

Commercial Case

The A641 scheme will require delivery inputs from partners who have demonstrated the ability to deliver through the A629 WY+TF scheme, and discussions with developers of the garden suburb sites.

Procurement of specialist services to support business case development will be undertaken via the Combined Authority's Dynamic Purchasing Order system or similar (YOR Consult), with construction, given the scope of the scheme, likely to be procured on a Design & Build basis.

The scheme does not require specialist niche requirements so capable contractors as evidenced in the market will be able to deliver the works.

Early consideration of the statutory regulations such as planning permissions, land acquisition, and State Aid has been given, with further work to be undertaken as the scheme progresses through the assurance process.

Financial Case

The scheme is to be part funded from the Combined Authority's West Yorkshire + Transport Fund (WY+TF) and part through match contribution from private sector developers. The level of the ask from the WY+TF and developers will be determined by the scheme scope taken forward following identification of the Preferred Option scheme at outline business case (OBC).

At the Strategic Outline Case (SOC) stage, four options as the possible way forward are presented, with the total cost estimates ranging from £33.9 million to £95.1 million.

The cost estimates include assumptions based on knowledge of costs associated with transport schemes, with allowance for risk (QRA), contingency, and inflation profiled in.

Management Case

Calderdale Council will be the lead promoter with cross boundary agreements in place with the respective councils of Kirklees and Bradford.

The scheme will be project managed in accordance to Prince2 project management principles. A Project Initiation Document (PID) has been provided as part of the SOC.

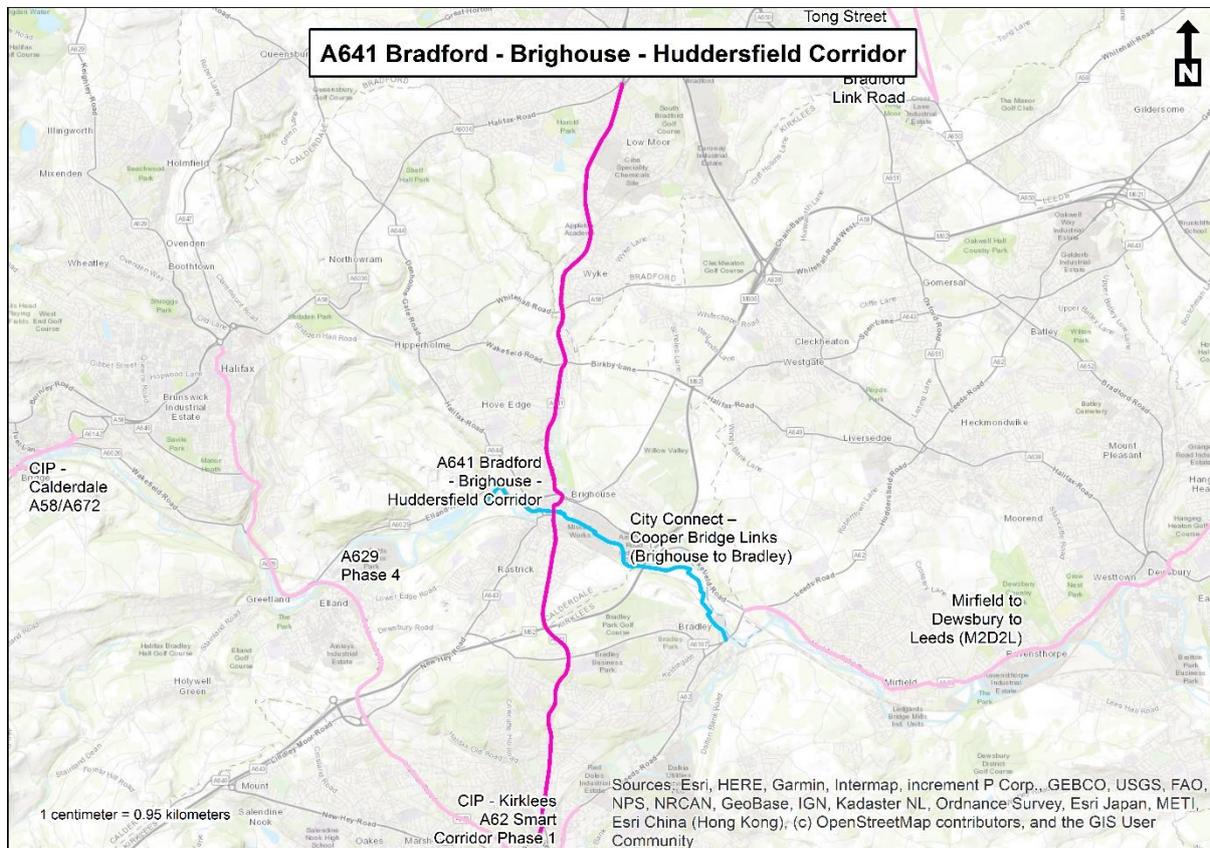
In terms of taking the scheme through the assurance process, it is anticipated that following approval of the OBC (decision point 3), the scheme will be disaggregated into four packages and come forward as four individual schemes at FBC (activity 4) to support project delivery dates.

The delivery programme, including the key milestones, is to be worked up as the scheme progresses through the assurance process. An early estimate suggests the scheme could secure formal approval of funding (decision point 5) for all four packages by June 2024 with practical completion to be achieved by December 2025.

Scheme risks and delivery constraints have been considered as part of the SOC, and to be monitored as part of the scheme's risk management strategy.

Location map:

The following location map shows the location of the A641 Bradford - Huddersfield Corridor scheme:



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/growing-the-economy/leeds-city-region-infrastructure-map/>