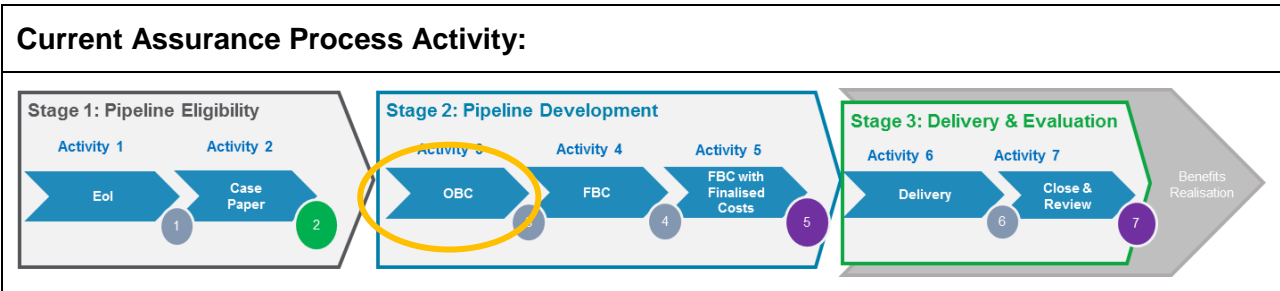


Section A: Scheme Summary

Name of scheme:	City Connect Phase 3: Huddersfield Town Centre
PMO scheme code:	LTP-CCAG-003c
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Keith Bloomfield
Lead promoter contact:	Steven Hanley, Kirklees Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 - Infrastructure for Growth
Approvals to date:	<p>Approval of CCAG Phase 3 at a Programme Level: Combined Authority Call for Projects EOI 28 June 2018 - indicative approval of £14.824m total cost, of which £12m to be funded from the Transport Fund, circa £2.1m CCAG match.</p> <p>Senior Leadership Team 14 December 2018 - RfD approving CCAG Phase 3 development funding to the value of £350,000 from the Transport Fund, within which £50,000 allocated to Kirklees Council.</p> <p>Decision Point 3 – PAT November 2019: OBC deferred and to be resubmitted at a later PAT.</p> <p>CCAG Phase 3 Change Request – March 2020: unallocated £15,000 from CCAG Bradley to Brighouse scheme transferred to this scheme, increasing development cost allocation to £65,000.</p>
Forecasted full approval date (decision point 5):	October 2020
Forecasted completion date (decision point 6):	August 2021
Total scheme cost (£):	£2.090 million
Combined Authority funding (£):	£1.291 million
Total other public sector investment (£):	£0.799 million (Kirklees Council town centre capital fund)

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 - CCAG Phase 3

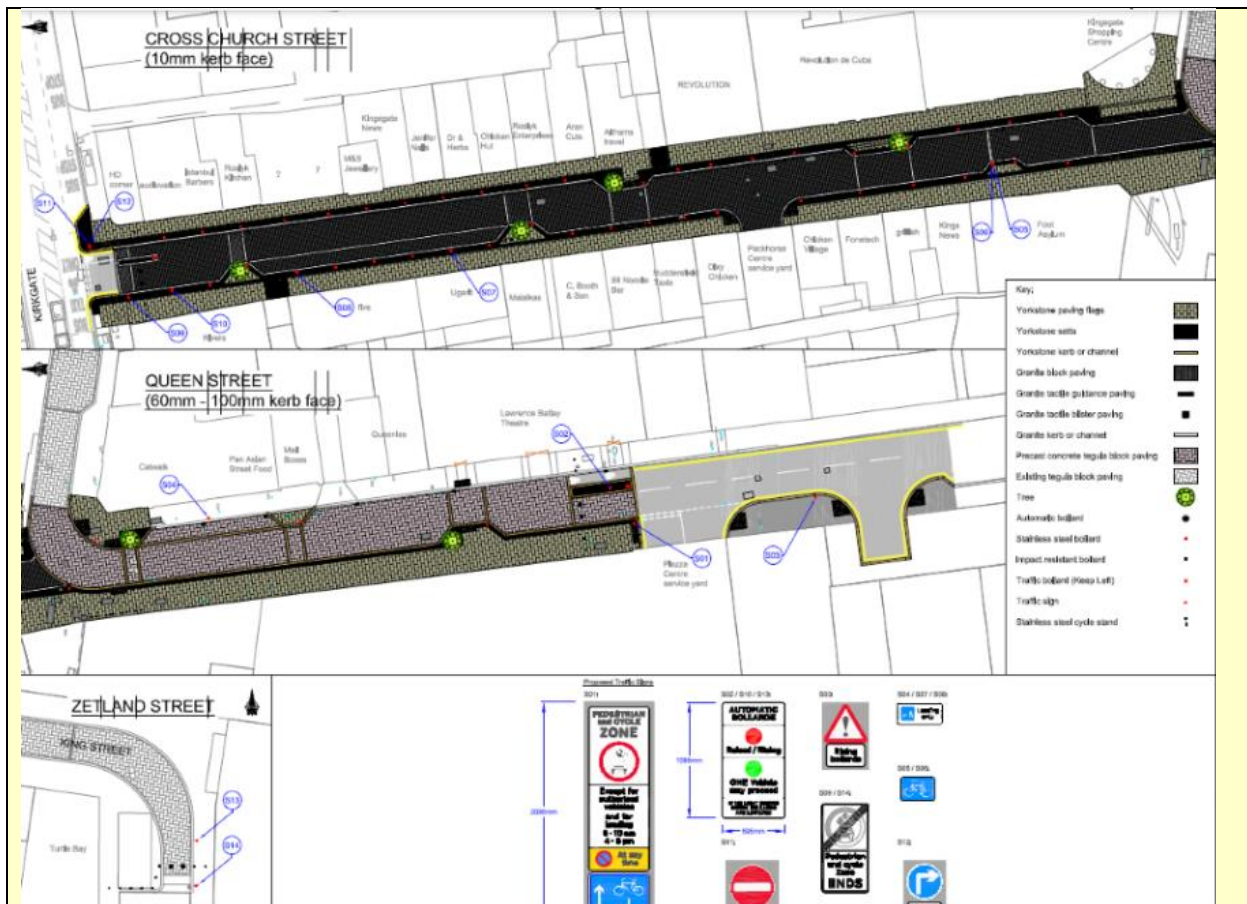


Scheme Description:

The City Connect Cross Church Street scheme will see the re-prioritisation of a car dominated route to pedestrians and cyclists, with a significant step change in the quality of public realm supporting regeneration and economic growth ambitions of the town centre.

Scheme delivery will improve the north south walking and cycling connectivity within Huddersfield town centre, improving access to employment, education, retail, and leisure, as well as supporting multi-modal travel with better access for commuters to the Huddersfield bus and rail stations.

The route will be delivered by creating 0.33 km of new cycle paths and shared space, linking in to existing, under construction and future proposed routes to create a comprehensive cycle network within Kirklees, West Yorkshire and further afield.



English (U.K.) Track Changes: On



Cross Church Street from Kings Gate.



Kings Gate from Cross Church Street.

Business Case Summary:

Strategic Case

These proposed works at Cross Church Street alongside those planned at Queensgate will support the Huddersfield Blueprint by improving access to the new Cultural Heart, Kingsgate Shopping Centre and surrounding areas, through a focus on pedestrians and cyclists.

Public realm improvements will have positive impacts on the area, revitalising Cross Church Street through increased footfall and attracting new investment into the area, supporting delivery of the Leeds City Region economic growth ambitions.

The proposed cycle improvement to Cross Church Street will integrate into the existing Sustrans National Cycle Network and form part of a wider West Yorkshire and national network.

Proposed scheme scope:

- Creation of 0.33km of new pedestrian and cycle zones
- Restrictions to motor vehicle access with automated bollards and Automatic Number Plate Recognition cameras in place
- Cyclists permitted to travel in both directions
- Improved paving, appropriate for pedestrian and cycle zones
- New cycle parking

Commercial Case

It is anticipated that this scheme will generate cycle traffic as it will allow for legal cycling through the town centre, moving some illegal cyclists from outlying central roads where cycling may not currently be allowed, and also moving some cyclists who currently use the ring road as the only currently legal method to cross through the town.

The scheme proposal will also ensure a high-quality walking environment, forming a good basis to attract increased footfall into the town centre

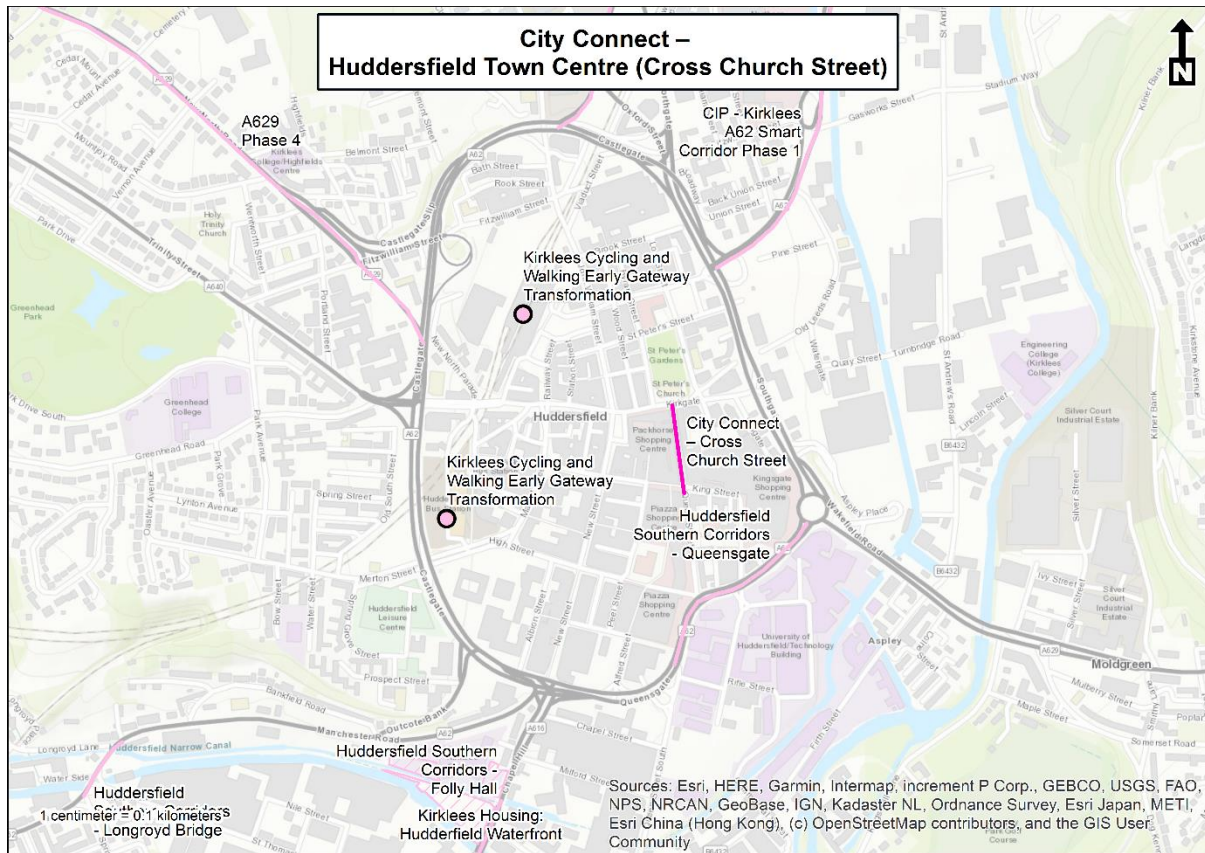
The council's preferred procurement route is in-house provision, given the scale of the scheme. The council has an established framework of sub-contract suppliers for specialist services and suppliers procured through a previous competitive tendering process.

Existing Traffic Regulation Orders will need to be revoked and new Traffic Regulation Orders for traffic access and manoeuvres will be required.

<p>Economic Case</p>	<p>This scheme has been selected for delivery through the City Connect phase 3 programme following on from a previous sifting exercise, where this scheme was placed on the reserve list.</p> <p>Four short list options were appraised using the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT), with the core scenario only considering the existing walking user benefits (journey quality).</p> <p>The value for money assessment reflects an indicative benefit cost ratio of 3.89:1 for this scheme, judged as high value for money when assessed against the DfT's criteria.</p>
<p>Financial Case</p>	<p>The total scheme cost estimate is £2.09 million. £1.291 million is being sought from the West Yorkshire plus Transport Fund. Kirklees Council will contribute £0.799 million from the Town Centres Capital Fund.</p> <p>Scheme costs have considered a suitable allowance for risk and contingency.</p>
<p>Management Case</p>	<p>The Combined Authority's City Connect project team will lead on project management activities in conjunction with Kirklees Council.</p> <p>The City Connect programme governance has been adopted as has the monitoring and evaluation plan and communications strategy.</p> <p>Construction works are forecast to commence in August 2020 with practical completion predicted for August 2021.</p>

Location map:

The following location map shows the location of the City Connect Phase 3 - Huddersfield Town Centre 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/>