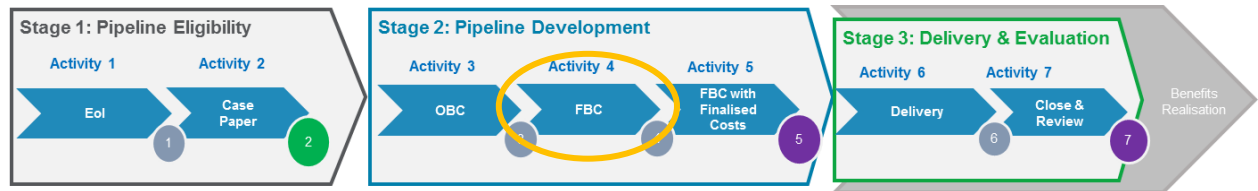


Section A: Scheme Summary

Name of scheme:	A629 Phase 1b
PMO scheme code:	WYTF-PA4-011
Lead organisation:	Calderdale Council
Senior responsible officer:	Mark Cole - Calderdale Council
Lead promoter contact:	Richard Binks - Calderdale Council
Case officer:	Asif Abed - West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	West Yorkshire + Transport Fund (WY+TF) - Grant
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Approvals to date:	<p>Decision Point 2 (Gateway 1) 4 February 2016: Combined Authority approval of £1.125 million development costs. Indicative scheme cost estimate of £18.9 million.</p> <p>Change Request March 2018: Approval of an additional £4.545million taking the total approval to £5.670 million to support a design and build procurement route, early detailed design works, and land acquisition.</p>
Forecasted full approval date (decision point 5):	January 2021
Forecasted completion date (decision point 6):	September 2022
Total scheme cost (£):	£27.83 million
Combined Authority funding (£):	£27.83 million (WY+TF)
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 – The A629 WY+TF programme (phase 1a, 1b, 2, 4, 5)

Current Assurance Process Activity:



Scheme Description:

The A629 corridor improvement programme has been divided into the following phases:

- Phase 1: Southern Section (Elland Bypass to Free School Lane), sub-divided into:
 - Phase 1a - Jubilee Road to Shaw Hill and
 - Phase 1b - Elland Wood Bottom to Salterhebble Hill
- Phase 2: Halifax Town Centre
- Phase 4: Ainley Top (M62 Junction 24) and wider strategic interventions
- Phase 5: Ainley Top into Huddersfield (Kirklees)

The Phase 1b site is located within the River Calder valley, some 2.5 kilometre to south of Halifax Town Centre and extends to approximately 3.7 hectares. The site is focussed around the existing Calder and Hebble highway junction that includes the A629 Huddersfield Road, Stainland Road, and the A6026 Wakefield Road, together with a triangular area of scrubland. The River Calder lies at the valley bottom to the west of Stainland Road, with the Calder and Hebble Navigation canal adjacent to and east of the river. The valley bottom also accommodates the Calder Valley railway.

The Phase 1b scheme will deliver improvements to the current pinch point of the Calder and Hebble junction. The proposal was developed in combination with the recently completed Phase 1a scheme to ensure both elements are complementary to realise the full benefits.

The phase 1b scheme interventions include:

- Provision of a new highway link between the B6112 Stainland Road and the A629 located across the existing parcel of scrub land to the north of the River Calder.
- Closure of the existing A6026 Wakefield Road link between the A629 Huddersfield Road and the B6112 Stainland Road.
- A new northbound bus lane together with a new bus gate.
- Highway capacity enhancements (increase in the number of lanes, carriageway widening).
- Changes to existing walking and cycling infrastructure
- Addition of walking and cycling infrastructure
- New landscaping provisions including the provision of a new balancing pond to collect highway surface water run-off and planting along the A629 corridor.

Figure 1: Scheme Location Map

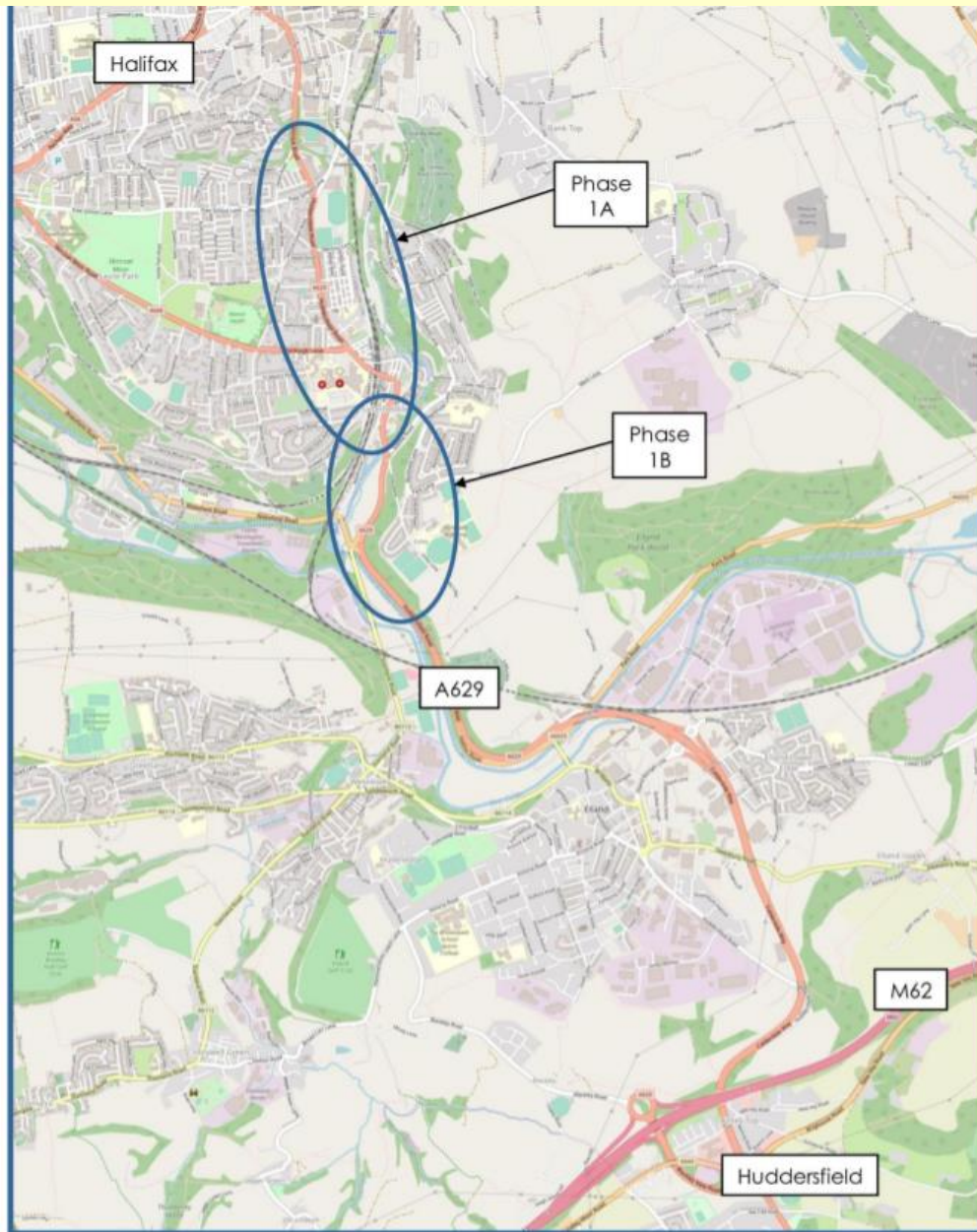


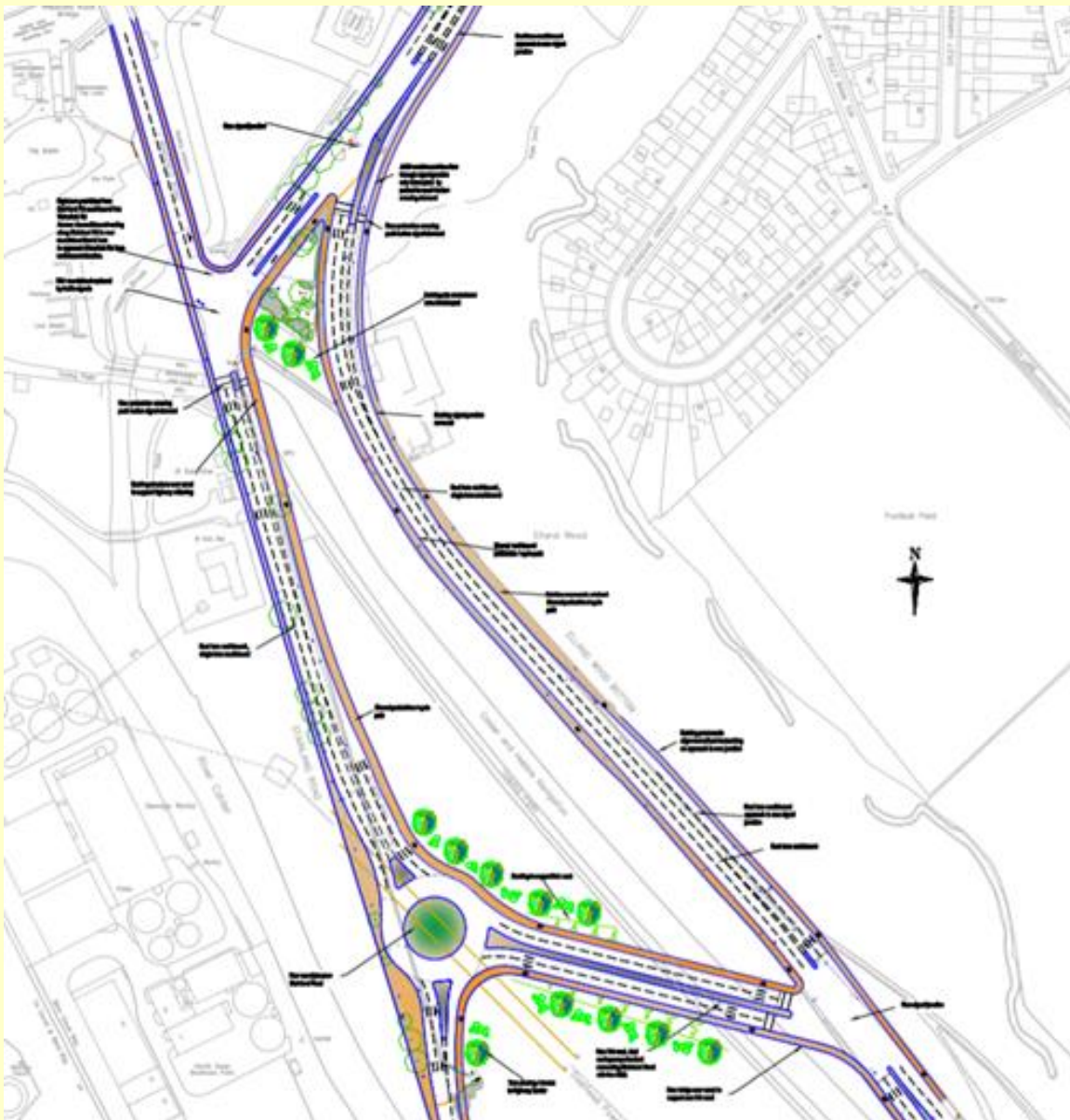
Figure 2: New Calder and Hebble highway network configuration viewed eastbound:



Figure 3: New highway link:



Figure 4: Scheme Design



Business Case Summary:

Strategic Case

The A629 Phase 1b scheme is part of a corridor improvement programme that supports local, regional and national policy objectives, as well as demonstrating support for priority area 4 Infrastructure for Growth of the Strategic Economic Plan (SEP).

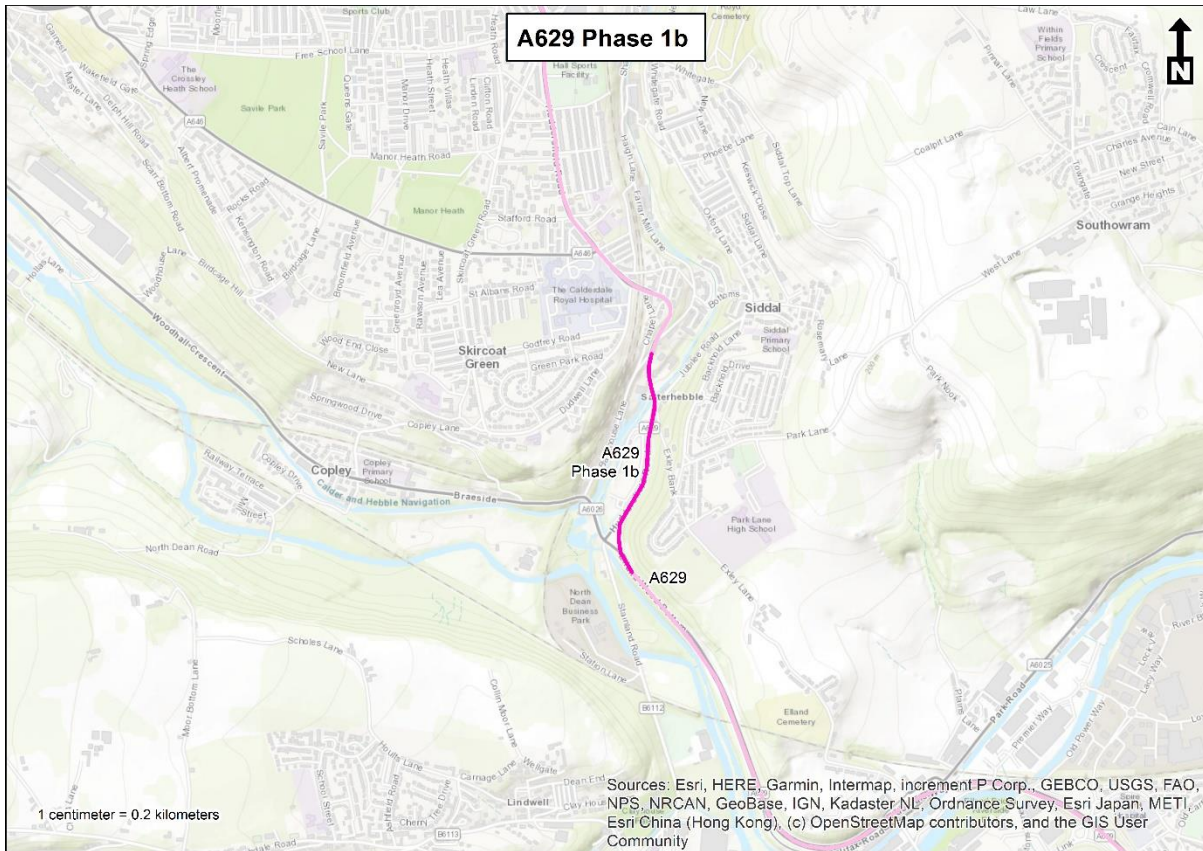
Capacity on the route is considered insufficient to keep pace with the increase in population and economic growth, with significant travel demands along the main highway routes linking Halifax to the strategic

	<p>road network, causing high levels of congestion and unreliable journey times.</p> <p>Phase 1b will deliver highway capacity enhancements and a new link road at the Elland Wood Bottom to Salterhebble Hill section, complimenting works delivered in Phase 1a - and is anticipated to significantly improve journey times and journey reliability, including for bus services.</p> <p>A new northbound bus lane and bus gate and revision to the current walking and cycling infrastructure also form part of the scheme proposal, as well as incorporation of green infrastructure (landscaping, planting) and improvements to the drainage facilities.</p> <p>Scheme delivery will fundamentally support the realisation of the A629 programme objectives which are to:</p> <ul style="list-style-type: none"> • Enhance the highway capacity to accommodate for the forecast increase in vehicle traffic between Halifax and Huddersfield. • Support a reduction to bus journey times and improve bus journey reliability along the A629 corridor and in Huddersfield Town Centre. • Improve the walking and cycling provision along the corridor and in Huddersfield Town Centre. • Unlock development potential and the creation of jobs
<p>Commercial Case</p>	<p>The Calderdale Council-appointed consultant has developed the outline design through to preliminary design, prepared and submitted the planning application and developed the Design and Build contract to allow tenders to be obtained for the detailed design and construction elements.</p> <p>The scheme is now at the tender assessment stage with the Design and Build contract award expected by August 2020.</p> <p>Planning permission was granted in May 2019.</p> <p>Calderdale Council continues to engage with landowners with the anticipation that the conclusion to land acquisition will be achieved by December 2020 to inform the full business case with finalised costs submission.</p>
<p>Economic Case</p>	<p>A long list of seven options were considered which reduced to three at short list.</p> <p>The preferred option (a new two-way link from Stainland Road to the A629, with the closure of the A6026 link at the existing junction location) was chosen, given it demonstrated the greatest potential benefits from all the options.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 3.57:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>Uncertainty in traffic modelling terms has been dealt with by including low and high traffic demand matrices using the methods outlined in the government's Transport Analysis Guidance (TAG).</p>

<p>Financial Case</p>	<p>The total scheme cost estimate at Full Business Case is £27.83 million, to be wholly funded from the Combined Authority's West Yorkshire + Transport Fund.</p> <p>The costs will be refined as part of detailed design following appointment of the design and build contractor. To date, the Spon's Architects' and Builders' Price Book 2019, supplemented with recent priced contracts where available, has informed the cost estimates and assumptions.</p> <p>Cost assumptions include construction cost estimates, risk, contingency and inflation, whilst landowner engagement has informed land purchase estimates.</p> <p>Ongoing maintenance costs will be borne by Calderdale Council through the routine maintenance budget.</p>
<p>Management Case</p>	<p>The Major Projects team at Calderdale Council is leading on the A629 Phase 1b scheme along with Calderdale's wider West Yorkshire-plus Transport Fund programme, ensuring that this scheme's development and delivery is closely aligned with the wider portfolio.</p> <p>Risk management has been overseen at both scheme and programme level and will be proactively managed through the project risk register.</p> <p>To fully appreciate the anticipated benefits and outcomes, monitoring and evaluation will be undertaken at Phase 1 level (Phase 1a and 1b). Phase 1a has been constructed and operational since November 2018.</p> <p>Construction works for Phase 1b are forecast to commence in February 2021 with practical completion by September 2022.</p>

Location map:

The following location map shows the location of the A629 Phase 1b 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/>