Section A: Scheme Summary

Name of scheme:	**A6025 Brighouse reconstruction**
PMO scheme code:	WYTF-PA4-011
Lead organisation:	Calderdale Council
Senior responsible officer:	Steven Lee, Calderdale Council
Lead promoter contact:	James Driver, Calderdale Council
Case officer:	Marina Triampela

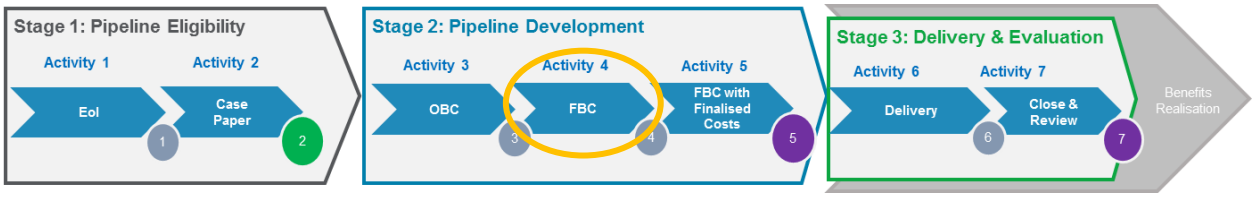
Applicable funding stream(s) – Grant or Loan:	Grant - Getting Building Fund
Growth Fund Priority Area (if applicable):	n/a

Approvals to date:	Programme Strategic Outline Case, Combined Authority, September 2020
Forecasted full approval date (decision point 5):	30th of April 2021
Forecasted completion date (decision point 6):	2nd August 2021

Total scheme cost (£):	£2.516 million
Combined Authority funding (GBF) (£):	£1.800 million
Total other public sector investment (CMBC) (£):	£0.716 million
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 – Getting Building Fund

Current Assurance Process Activity:



Scheme Description:

This scheme is to repair the existing A6025 Park Road following a landslip which has closed the road to all traffic.

Before the collapse, Park Road provided an important connection between Brighouse and Elland and, in turn, access to the A629 at the western end and the A644 in Brighouse at the eastern end. The A629 itself provides access to the M62 and Halifax.

The road when open would normally provide access to a range of public services, homes, businesses, and recreational activities including a crematorium, nature reserve and paths through woodland immediately next to the critically damaged highway.

Figure 1 shows the scheme location plan, indicating the location in relation to Elland and Brighouse with the red area illustrating the approximate extent of the landslip.

Business Case Summary:

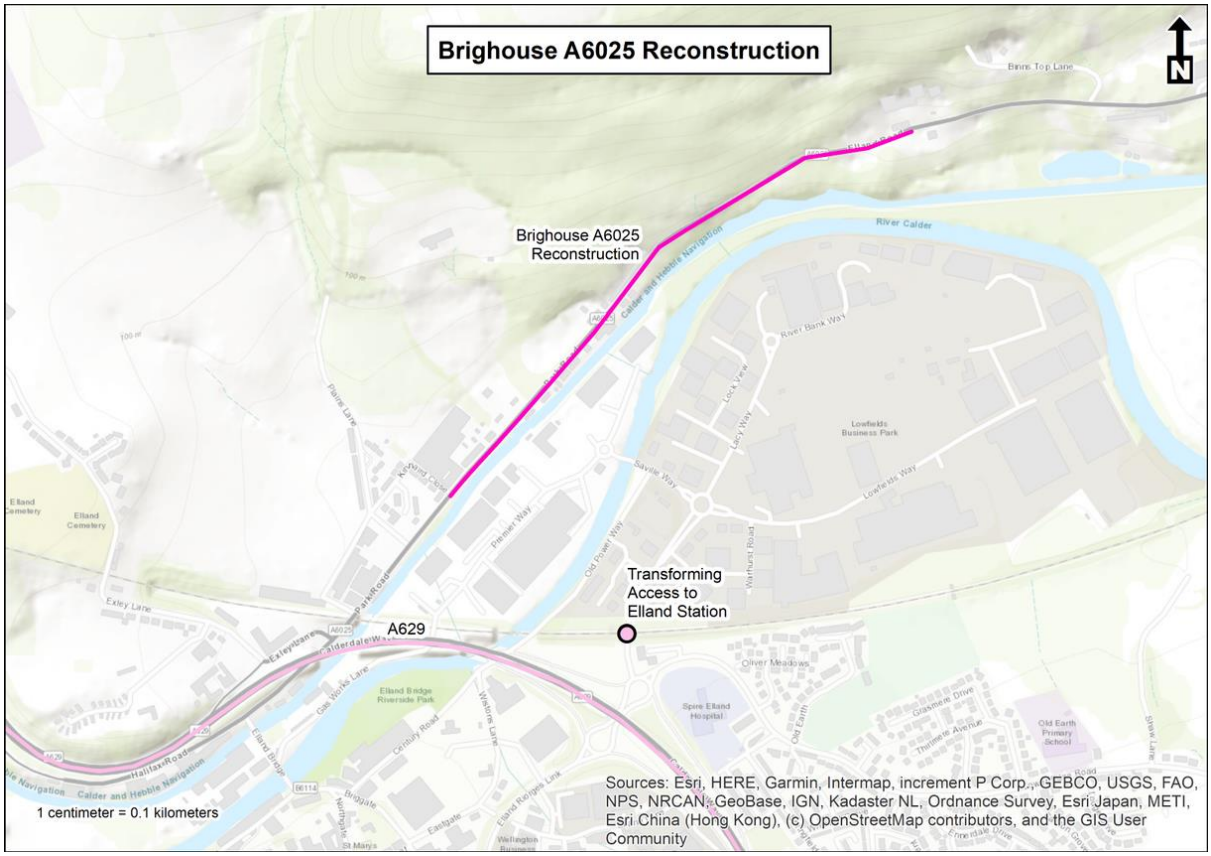
Strategic Case	The repair of the A6025 relates to many of the national regional and local policies in that it will contribute to reduced congestion, reduced greenhouse gas emissions and social equality by allowing the re-introduction of a public transport route connecting Halifax, Elland and Brighouse.

Commercial Case	Demand for the scheme is clear as it will return a key link between Halifax Elland and Brighouse with approximately 11,000 vehicles per day using it. The design and build procurement process is the best way to provide value for money, which is appropriate for this standard engineering process and will take best advantage of the fact that design and construction risk is transferred to the contractor. The client will secure an agreed construction cost and completion date. It also provides the best use of resources available to the contractors.
Economic Case	The scheme results in a significant reduction in carbon dioxide emissions (55,788 tonnes over the 60-year assessment period) by providing significant improvement in journey times by reducing journey lengths, which removes 13 million car kms from the roads. The scheme provides significant Transport Economy Efficiency Benefits of £179.6 million. The scheme demonstrates Very High Value for Money (VFM), as per the Department for Transport's guidance on Value for Money Categorisation, with a Benefit Cost Ratio (BCR) of 85:1.
Financial Case	The estimated total project outturn capital cost is £2.516 million. This cost estimate represents a robust cost estimate, as it based upon the most onerous design option. Combined Authority funding of a maximum of £1.8 million is sought from the Getting Building Fund (GBF) with the remainder being provided by Calderdale Council.
Management Case	Calderdale 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. The project delivery team operates within the Council's very robust rules and procedures. This ensures that the Highways Department team maintains compliance with current UK and EU legislation and stays in line with the wider Council's priority outcomes; growth, ambition, resilience, sustainability, efficiency and fairness. In addition, a specialist technical support will be commissioned to construct the scheme. A traditional Civil Engineering Consultancy professional service provider will be responsible for site supervision whilst approvals will also be procured through their heavily experienced team. This approach has been adopted and proven successful for the construction of millions of pounds worth of schemes over the past 6 years. The governance structure for the Park Rd has been designed to be flexible, able to respond to change and developments within the project and wider regeneration within the district. In general terms, the management of the project is split up into three tiers consisting of; the Internal Client team (as directed by the West Yorkshire-plus Transport Fund Programme Manager) with the Senior Responsive Officer being the Director of Regeneration and Strategy, a member of the West Yorkshire-plus Transport Fund Programme Board and the CMBC Cabinet. Risks have and will be managed proactively at both a programme and project level throughout the development and delivery stages of the project

	and remaining risks will be proactively monitored and managed throughout the delivery of the project using the working risk register. The risk register will continue to be developed and updated as the project progresses.

Location Map

The following map shows the location of the A6025 Brighouse Reconstruction 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-regioninfrastructure-map/