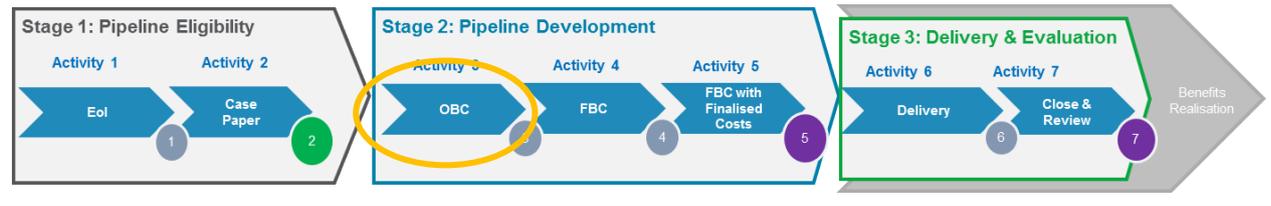


Scheme Summary

Name of Scheme:	A62 Smart Corridor
PMO Scheme Code:	WYTF-PA4-038a-6
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Melanie Corcoran, Combined Authority
Lead Promoter Contact:	Keith Bloomfield, Kirklees Council
Case Officer:	Laura Greenan
Applicable Funding Stream(s) – Grant or Loan:	90% funded from the West Yorkshire Plus Transport Fund, 10% ESIF funding (European Structural Funding - awaiting approval, to be confirmed during FBC stage)
Growth Fund Priority Area (if applicable):	Growth Deal - West Yorkshire plus Transport Fund
Approvals to Date:	Decision point 2 (Case paper) - £250,000 – June 2017
Forecasted Full Approval Date (Decision Point 5):	May 2019
Forecasted Completion Date (Decision Point 6):	July 2020
Total Scheme Cost (£):	£8.756 million
Combined Authority Funding (£):	£7.906 million West Yorkshire plus Transport Fund
Total other public sector investment (£):	£850,000 ESIF – Green Infrastructure (European Structural Funding – Currently unconfirmed)
Total other private sector investment (£):	N/A
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – Corridor Improvement Programme

Current Assurance Process Activity:



Scheme Description:

The A62 Smart Corridor Phase 1 (ASCP) starts at the junction of Huddersfield Ring Road / Southgate / Northumberland Street and ends at the junction of A62 / Old Fieldhouse Lane; a corridor length of approximately 2km. The ASCP scheme provides improvements to the individual junctions, the removal of the Great Northern Street gyratory, on-road cycle provision, enhanced bus stop improvements and the inclusion of Green Infrastructure. The scheme also includes the improvements to the Northumberland Street junction and provides segregated cycle provision, including crossing facilities, enhanced “green” areas, widened footways and improved areas for public realm. The route also includes the reallocation of road space by amending lane widths to provide cycle lane facilities for a corridor length of 2km and also includes enhanced bus stop provision. This option is able to offer large benefits to achieving the strategic ambitions of the Leeds City Region’s Strategic Economic Plan (SEP), the Transport Strategy and the Council’s draft Local Plan. The costs and relatively low risks to deliverability present this as a strong option.

There has been a change of scope since the approval of the case paper (decision point 2) in June 2017. An option assessment against the Strategic Economic Plan (SEP) objectives the critical success factors was completed and the ‘Do All’ scheme scored highest on both assessments. While the ‘Do All’ may have been the most cost effective option, delivering improvements along a corridor length of 0.936km, it would only be able to partially deliver incremental benefits to meet the objectives of the Leeds City Region Strategic Economic Plan, the Transport Strategy and the Draft Local Plan, which is why the recommendation to proceed with the ‘Do All’ scheme has been put forward to PAT.

Business Case Summary:

Strategic Case

The A62 is the primary link between Huddersfield and North Kirklees as well as linking Huddersfield with Leeds (via the M62). The current Average Annual Daily Traffic (AADT) flows along the A62 corridor are 28,700 and the existing levels of congestion are likely to be exacerbated as car usage and road-based movements increase. By making targeted capacity enhancements, the scheme is expected to act as one of the key enablers for unlocking urban expansion along the A62 corridor and therefore accelerating economic growth in the area and meeting the main Corridor Improvement Programme objective, which is to reduce congestion on priority highway corridors / junctions on the West Yorkshire Key Route Network. The project forms part of the West Yorkshire plus Transport Fund Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. The project is also aligned with Priority 1 – Growing Business. The project will aim to improve travel options for all modes along the corridor and in particular,

	reduce delay times for general traffic and buses, by 2023.
Commercial Case	<p>The existing levels of traffic flows along the A62 corridor are predicted to increase to 32,300 by 2031 (the end of the Plan period), an increase of 13%. Existing levels of congestion will grow, resulting in a greater economic impact and possible constraint of potential development sites allocated in the Draft Local Plan. Increased congestion in the area will affect every peak-period road user on the A62 corridor. Consequential negative environmental impacts are expected to worsen the attractiveness of the corridor and surrounding areas for both businesses and residents. These issues highlight the need for a scheme that addresses specific barriers to growth and supports the economic and housing regeneration of the Kirklees area. The objectives of the scheme align with Regional and Local Policy Objectives as well as national transport and sustainable development objectives, the Leeds City Region, WYLTP3, the Draft Local Plan (Policy TS1) and the Economic Strategy.</p>
Economic Case	<p>The project will deliver against Strategic Priority 4, Infrastructure for Growth and is forecast to:</p> <ul style="list-style-type: none"> • Assist in creating over 3,000 new jobs with the sites allocated in the DLP • Improve access to development sites along the A62 Corridor • Reduce congestion and increase capacity • Improve pedestrian, cycle and bus provision along the route • Create a beneficial change to air pollution, noise and greenhouse gases as traffic volumes reduce across the network • Reduce accident levels along the corridor <p>The economic assessment shows that the scheme is predicted to provide very high value for money for both options assessed, with a Benefit to Cost (BCR) Ratio of 37.4:1 for the preferred option. However this is expected to reduce during the detailed design stage as the modelling work becomes more refined.</p>
Financial Case	<p>Delivery of the scheme is currently predicted to require 90% funding from the Combined Authority. An application has been submitted for £850K European Structural Fund (ESIF) funding (10%), yet to be confirmed. If this funding is not approved, a Change Request may be submitted to the Combined Authority for the additional amount required. To date £250,000 has been approved to develop the project. A further £605,000 is sought to develop the project to DP5 - Full Business Case + Costs.</p> <p>The total project costs for the preferred option total £8.756m, based on design and feasibility work to date. The delivery element of the scheme is supported by a more-detailed cost plan. The scheme costs include a QRA allocation of £983,342 and a 10% contingency.</p> <p>The amount requested for the scheme is an increase of £696,000 over the 'Do All' option and an increase of £406,000 over the amount requested at DP2 (i.e. £7.5m).</p>

Management Case

Kirklees Council is the scheme promoter and is leading on the overall project management of the scheme. A core project team is currently in place and additional specialist resources will be sought through the life of the project. Since the submission of the Outline Business Case a decision has been made to outsource the detailed design of the scheme.

A Kirklees Corporate Programme Board (CPB) has been established for overarching corporate governance and management, and is responsible for the strategic development refinement and delivery of projects within the Combined Authority Programme. The CPB is the group responsible for providing direction to the project, has delegated powers to make decisions on behalf of the Council and represents the interests of the business case.

The project follows the Prince 2 project methodology. A Benefits Realisation plan and a Monitoring and Evaluation plan have both been submitted and will be further refined at full business case.

A public engagement exercise has been undertaken for the project and a further engagement period will take place before the submission of the full business case.

