

## Section A: Scheme Summary

<b>Name of Scheme:</b>	<b>North East Calderdale Transformational Programme</b>
<b>PMO Scheme Code:</b>	WYTF-PA4-054
<b>Lead Organisation:</b>	Calderdale Council
<b>Senior Responsible Officer:</b>	Mary Farrar
<b>Lead Promoter Contact:</b>	Tom Jones
<b>Case Officer:</b>	Charlotte Churnside
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Yet to be detailed
<b>Growth Fund Priority Area (if applicable):</b>	
<b>Forecasted Full Approval Date (Decision Point 5):</b>	May 2019
<b>Forecasted Completion Date (Decision Point 6):</b>	2021
<b>Total Scheme Cost (£):</b>	£400,000
<b>Combined Authority Funding (£):</b>	£400,000
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0
<b>Is this a standalone Project?</b>	No
<b>Is this a Programme?</b>	Yes
<b>Is this Project part of an agreed Programme?</b>	Yes, the North East Calderdale Transformation Programme - this funding will take the scheme to the end of Stage 2, and further funding will be required to progress beyond this point.

**Current Assurance Process Activity:**



**Scheme Description:**

The programme area comprises the north east section of Calderdale shown in Figure 1, extending from the A629 in Halifax town centre in the west to the A641 on the eastern edge of Calderdale (referred to hereafter as 'North East Calderdale'). North East Calderdale includes parts of the A6036, A649 and the A58 plus the Calder Valley line, the settlements of Hipperholme, Shelf and Northowram, and Halifax town centre. It also includes 'Hellfire Junction' in Bradford where the A58 crosses the A641.

Combined Authority funding will be used to develop a Strategic Case for investment in North East Calderdale and to define a holistic programme of transformational multi-modal interventions to realise the objectives set out in that Strategic Case. This will build on the emerging strategic case for interventions in North East Calderdale set out in this EOI and have a key interface with the South East Calderdale programme and the wider WYTF funded schemes in the Borough.

Currently planned and funded schemes seek to enhance north-south connectivity between Calderdale and neighbouring districts, such as the A629 scheme between Halifax and Huddersfield and the A641 scheme between Brighouse and Bradford/Huddersfield (see Figure 3). For Calderdale to achieve its full economic potential, there is a need to improve east-west connectivity, particularly if Calderdale is to capitalise on national investment in HS2 and NPR in Leeds and Bradford, respectively. Investment in North East Calderdale has transformational potential because it can facilitate a step-change in Calderdale's links to planned national and regional transport infrastructure. Calderdale also needs to contribute to the wider, pan-Northern aim of realising a transformational growth scenario in the North of England, as set out by Transport for the North. The further development and subsequent delivery of this programme will be funded by a future round of funding, after 2021.

The A58 and A6036 in North East Calderdale form part of the West Yorkshire Key Route Network (WYKRN) and link Calderdale to Bradford and Leeds, respectively. A number of junctions on the WYKRN in North East Calderdale suffer from significant congestion in the peak periods. With the exception of Halifax station, North East Calderdale lacks direct access to the rail network so rail has been unable to play a role in solving this connectivity deficit. Moreover, the performance of rail services from Halifax Station to Bradford and Leeds does not meet the expectations of users. Bus services in the area experience delays due to congestion on the highway network so buses do not offer attractive journey times. Provision for cycling is limited. The shortcomings of the transport offer in North East Calderdale reduces the capacity of the area to accommodate housing and employment growth in the emerging Local Plan. Lying between Halifax and Bradford, North East Calderdale is a strategically important part of the Borough for east to west connectivity. Improvements to transport in this area will be necessary to ensure Calderdale benefits from future growth in the Leeds City Region by enhancing cross-boundary links. Previous proposals to tackle transport barriers to growth in North East Calderdale focused on particular junctions on the highway network (such as the Hipperholme

Pinch Point Scheme), but they were not delivered. This is because they focused on a single mode in particular local areas, rather than considering the strategic opportunities for transformational change in the transport offer. As a result, the earlier schemes did not make a convincing strategic case for investment that satisfactorily explained why certain trade-offs were necessary to achieve wider, long term goals.

A transformational scheme will take a broader approach, considering the entire North East Calderdale area and exploring how all modes can contribute to enhancing connectivity. The scheme will not only facilitate additional growth in the area, beyond the period of the current Local Plan, but it will enhance an important strategic route in the Leeds City Region and the North of England. By reducing travel times between settlements in the Leeds City Region it will deliver agglomeration benefits, helping the City Region to function as a more cohesive economic unit. Locally, these benefits will reverberate out from Halifax across the whole of Calderdale.

The development and eventual delivery of the package of prioritised interventions identified by this piece of work will be funded from a range of sources, including a potential future iteration of the West Yorkshire plus Transport Fund.

**Business Case Summary:**

**Strategic Case**

The scheme is closely aligned with the draft Strategic Transport Plan (STP) published by Transport for the North (TfN), which seeks to leverage investment in transport to accelerate the pace of economic growth in the North of England to achieve a transformational growth scenario. The scheme is also aligned with the emerging Leeds City Region HS2 Connectivity Strategy so that the transformative impact of HS2 is spread throughout the City Region.

The scheme aligns closely with Priority 4: Infrastructure for Growth in the SEP. It will transform the physical transport infrastructure in North East Calderdale, which will help Calderdale, and the wider Leeds City Region, to grow and compete globally. The prioritised interventions will:

- transform connectivity within North East Calderdale;
- transform connectivity between North East Calderdale and other parts of the Leeds City Region and other City Regions in the North of England;
- enable businesses and people to access work opportunities within North East Calderdale and elsewhere in the City Region;
- make North East Calderdale, including Halifax, more attractive for inward investment in housing and employment; and
- minimise the carbon and air pollution impacts of transport

NE Calderdale is sited between two Spatial Priority Areas identified in the SEP, which prioritises these locations as areas for housing and employment growth, and this piece of work will improve connectivity between these two areas. The scheme is also in line with the Calderdale Transport Strategy (CTS) which seeks to deliver sustainable growth by enhancing the provision of sustainable transport. The approach supports the goals of the West Yorkshire Transport Strategy (WYTS) by seeking to improve all modes to drive sustainable growth. The scheme also supports the Calderdale Cycling Strategy.

<p><b>Commercial Case</b></p>	<p>The piece of work to be funded will be delivered in its entirety in the financial year 2018/19. It will be commissioned in the first quarter of 2018/19 based on a brief developed by Calderdale Council. The work will be completed in the fourth quarter of that financial year. The preferred package of multi-modal interventions will be delivered after the current West Yorkshire plus Transport Fund period.</p> <p>This funding will only take the scheme to the end of Stage 2. Further funding will be required to progress the scheme beyond that point.</p>
<p><b>Economic Case</b></p>	<p>For Calderdale to achieve its full economic potential, there is a need to improve east-west connectivity, particularly if Calderdale is to capitalise on national investment in HS2 and NPR in Leeds and Bradford, respectively.</p> <p>By reducing journey times between Calderdale and destinations across the North it will deliver agglomeration benefits, increase competition, raise wages and boost productivity. It will explain how residents and businesses in Calderdale can link up with planned Northern Powerhouse Rail (NPR) station in Bradford.</p> <p>The STP seeks to improve links between the key economic centres in the Central Pennines, recognised as a multimodal Strategic Development Corridor, and it is essential for Calderdale is able to access the economic opportunities this will create.</p> <p>The scheme will ensure that transport interventions enhance the business, physical and environmental assets in the area. The scheme will render North East Calderdale, including Halifax, a more attractive location for investment in employment and housing, which will benefit residents and businesses across Calderdale.</p>
<p><b>Financial Case</b></p>	<p>Total cost: £400,000</p> <p>£250,000 Combined Authority funds applied for, to fund 2018/19 work</p> <p>£150,000 Combined Authority funds applied for, to fund 2019/20 work</p> <p>All costs fall under Development Costs.</p>
<p><b>Management Case</b></p>	<p>Combined Authority funding will be used to pay for 100% of the project, which will be limited to the initial pre-feasibility stages in development. This EOI sets out the components of these development costs.</p> <p>The piece of work will set out the Strategic Case for interventions in North East Calderdale, building on the emerging Strategic Case described in this EOI. It will then define a package of multimodal interventions that will deliver these strategic objectives. Finally, it will explore funding mechanisms for delivering these interventions, including public sector and private sector funding.</p> <p>The funding will be predominantly devoted to a range of activities that will assess the potential for interventions across a large part of the NE Calderdale area. This will include fees to pay for consultancies to develop the list of potential and in turn preferred interventions as well as their assistance in stakeholder engagement / consultations; the undertaking of</p>

a series of counts across the NE Calderdale highway network; multimodal modelling and staff time contributions.

It is envisaged that the further development and subsequent delivery of the identified programme interventions will be funded by a future funding package, yet to be agreed with government, following the completion of the West Yorkshire Transport Fund.