



Project and Programme Mandate

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Approvals

This document requires approval from the proposed Project Executive or Programme SRO before submission to the Portfolio Office. A signed copy should be placed in the project files and uploaded to Covalent [SharePoint].

Name	Signature	Title	Date of Issue	Version
Mark Thompson		SRO		1
Tim Robinson		Project Executive		1

Distribution

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Overview

Purpose

Projects and Programmes require formal commissioning in order to trigger the start-up process.

At Metro, this means that every project or programme must be mandated by the Portfolio Board.

The Portfolio Board is responsible for managing Metro’s overall portfolio of investment decisions and ensuring that the entire portfolio of projects and programmes provide clear business benefits that are aligned to our strategic objectives.

This template contains the minimum level of information required to seek approval to proceed with a project or programme.

The text in *purple italics provides* the guidance notes for each heading. You should use these to complete each heading then delete the *purple italics* prior to submission to the Portfolio Office.

Contents *The Mandate should cover the following topics.*

1.	Purpose	2
2.	Resources Management Team	2
3.	Background	3
4.	Objectives (strategic and project level).....	3
5.	Scope	4
6.	Constraints	6
7.	Interfaces.....	7
8.	Quality Expectations.....	7
9.	Business Case Summary and Outline	7
10.	Associated Documents.....	7
11.	Names of Key Personnel.....	8
12.	Customers and Users.....	8
13.	Other Information	8



Purpose

The A629 Huddersfield to Halifax corridor is a key strategic corridor identified in the scheme pipeline of the WY+TF. The corridor suffers severe congestion problems and significant unrealised potential in terms of site development, especially in Halifax town centre and on its approaches to the M62. Given the geographic extent of the corridor and the range challenges to be addressed, improvements identified under the WY+TF are to be developed and delivered over a number of phases.

The overall aim of interventions on the A629 Halifax to Huddersfield corridor is to *“Improve efficiency and end to end journey times along the corridor for all modes of road transport travelling between Huddersfield and Halifax”*.

To date, both Calderdale and Kirklees Councils have successfully mandated a number of prioritised schemes targeting known points of congestion and delay along the corridor. These schemes are currently being developed for progression through the WY+TF Gateway process.

This mandate seeks £75,000 budget to undertake a desktop exercise to review what collective outputs and benefits the mandated schemes will deliver, and what other interventions may be required in order to deliver all the outputs forecast for the corridor as a whole through the UDM. This will include a viability study of the impact of park and ride facilities being introduced at Ainley Top (as was originally proposed at pro forma stage) alongside other potential engineered or policy solutions, in order to identify the optimal mix of future interventions to complement the schemes already in development. This work will be led by Calderdale Council in partnership with Kirklees Council.

A further mandate will be submitted later in the financial year, once the wider corridor assessment work proposed under this mandate is completed and the scope/location of any additional interventions required is known. This further mandate will cover the scope of any feasibility work needed to advance such interventions through to Gateway 1 status.

Since any interventions identified will form the final phase of the A629 scheme to be delivered, both this and that subsequent mandate will collectively form the approvals required for development of the A629 Phase 4.

Resources Management Team

RMT Member	Date of Mandate Circulation	Comments / Amendments From RMT Member
Audit		
Corporate Development		
Finance		
ICT		

Legal		
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Background

The following issues on the wider A629 Halifax to Huddersfield scheme have been identified:

- Insufficient highway capacity to keep pace with population/economic growth;
- Daily problems of delay stifling growth;
- Peak period congestion at junctions and pinch points;
- Slow bus journey times contributing to declining patronage;
- Delays for commercial vehicles travelling to/from the M62;
- Air quality concerns;
- Bus infrastructure deficiencies;
- Constrained access to employment zones; and

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This can be achieved through:

- Reduced journey times;
- Facilitating improvement in local economic and employment opportunities;
- Reduced congestion;
- Improvements for pedestrians and cyclists; and
- Upgrade public transport infrastructure.

The corridor was originally split into a number of phases for delivery. These were:

- Phase 1 – Southern Section (£16m)
- Phase 2 – Halifax town centre (£57.1m)
- Phase 3 – Free School Lane into Halifax (£1.5m)
- Phase 4 – Ainley Top (£34.5m)
- Phase 5 – Ainley Top to Huddersfield (£10.9m)

An exception report was submitted in March 2015 to reconfigure the above phasing, with the work identified in phase 3 now being undertaken as part of phase 2, and the money identified for phase 3 now included in phase 1. The revised phasing is as follows:

- Phase 1 – Southern Section (£17.5m)
- Phase 2 – Halifax town centre (£57.1m)
- Phase 4 – Ainley Top & Wider Strategic Interventions (£34.5m)
- Phase 5 – Ainley Top to Huddersfield (£10.9m)



Phases 1, 2 and 5 have been mandated and are now being developed. These address known 'pinch points' along the corridor at the Calder & Hebble junction, Salterhebble Hill and Halifax town centre in Calderdale, and the Cavalry Arms junction in Kirklees.

Objectives (strategic and project level)

Strategic

The primary objectives to be met in West Yorkshire and York are:-

An increase in employment and productivity growth by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries.

Objectives were put in place to ensure an equitable distribution between districts and communities. Against the primary objective of supporting the maximum possible impact on GVA and employment, two accessibility minima have been agreed:

- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities; and
- Every West Yorkshire District to gain an average improvement in employment accessibility no less than half the average across West Yorkshire.

A further environmental objective was established as follows:

- The overall impact of the funds interventions would be carbon neutral at the package level.

A629 Halifax to Huddersfield Corridor

Following approval of the scheme mandate for Phase 1 in 2013, a retrospective objective setting exercise was subsequently undertaken by Calderdale Council in order to clarify and expand the project-level objectives to be realised along Calderdale's southern section of the corridor, up to the boundary with Kirklees. This identified the following objectives as being desirable from the scheme:

- Reduce bi-directional journey times for all modes on the A629 corridor;
- Improve economic and employment opportunity throughout the District;
- Reduce congestion along the A629 corridor;
- Promote mode choice by enhancing multimodal accessibility;
- Improve air quality;
- Mitigate accessibility concerns of local businesses; and
- Ensure synergy with parallel LTP and SEP investment.



A similar exercise undertaken by Kirklees Council in preparing the mandate for Phase 5 identified the following project-level objectives relevant to the Kirklees section of the corridor:

- Accommodate potential development within Kirklees (and beyond), in particular sites to the east of the A629 in the locality of the Grimescar Valley;
- Improve access to the M62 from Huddersfield;
- Relieve existing congestion issues at the Cavalry Arms junction;
- Improve journey times for all travellers; and
- Identify and evaluate specific options for freight, bus prioritisation and express bus.

Further to the above, a further set of project-level objectives was established for the proposals envisaged as part of Phase 2 within Halifax town centre. Whilst complementary to the above corridor aspirations, these included wider spatial objectives focussed around regeneration and accessibility.

Since any residual interventions proposed at Ainley Top (or elsewhere) as part of Phase 4 will effectively serve to unify the already mandated sections of the corridor into a single WY+TF scheme, the corresponding project-level objectives to be realised as part of this mandate will need to reflect those established for the adjoining sections.

Through the UDM, testing has been carried out at pro forma stage and more recently in 2014 to ascertain the potential outcomes to be delivered by the A629 Halifax to Huddersfield corridor improvements. These UDM tests have suggested that 1,740 jobs can be created by the scheme in its entirety. Achievement of these outcomes is predicated on the assumed realisation of the following collective scheme benefits:

Corridor:

- Bus generalised journey time savings of 4.1 minutes (covering the whole Halifax to Huddersfield route);
- Car generalised journey time savings of 2.7 minutes (1.8 minutes between Halifax town centre and Ainley Top, 0.9 minutes between Ainley Top and Huddersfield);

Park & Ride:

- Bus generalised time between P&R zone to Halifax and Huddersfield town centres reduced by 50%;
- Bus generalised journey time between Halifax and Huddersfield town centres reduced by 50% (express bus service also facilitating P&R);
- For car available users in the P&R catchment, journey times are reduced if the combination of car travel time to the P&R + interchange penalty + new bus travel time to Halifax/Huddersfield is less than the current bus travel time.

Halifax Town Centre:



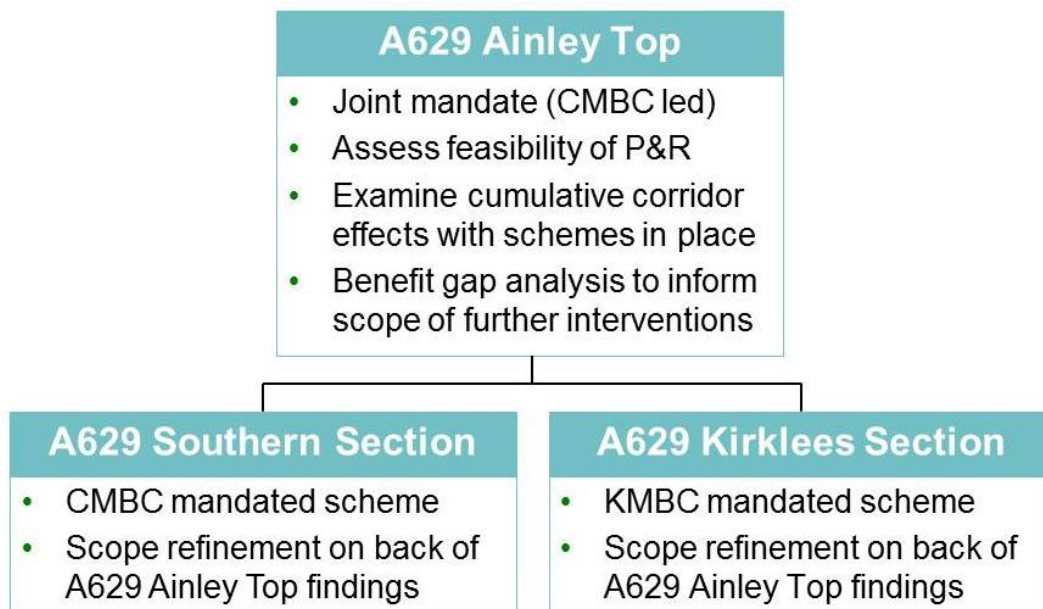
- Bus generalised time saving of 3 minutes for journeys starting or ending in Halifax town centre, and a saving of 5 minutes for through trips;
- Highway time saving of 3 minutes for through trips using the highway links connecting with Halifax town centre;
- 10% reduction in walk and cycle generalised times for trips within Halifax town centre and the immediate surrounding area.

The work to be completed under this mandate will verify the extent to which the schemes already in development along the A629 will collectively achieve these benefits. It will also identify the indicative scope and viability of further interventions needed in order to realise equivalent UDM outcomes.

Scope

Undertaking this work will allow Calderdale, in partnership with Kirklees and other stakeholders, to address the wider strategic aspirations and forecast outputs on the A629 corridor. This will enable both authorities to respond and participate in the scoping of required interventions in due course.

The interdependencies between this work and work currently being undertaken through the WY+TF priority phases and emerging Local Plans in Calderdale and Kirklees are shown below and in Appendix 1:



Constraints

- Personnel resources / appropriate skillsets
- Stakeholder liaison / objection



- Buy in by strategy beneficiaries (e.g. bus operators)
- Planning process objection / CPO
- Time constraint flexibility / programme slippage
- Modelling extent / capability

Interfaces

Internal interfaces (both within Calderdale and Kirklees) are identified as follows:

- A629 Phase 1 (Southern Section);
- A629 Phase 2 (Halifax Town Centre);
- A629 Phase 5 (Ainley Top to Huddersfield);
- LTP works in adjacent areas;
- Any S278 works proposed to accommodate adjacent developments; and
- Emerging Local Plan aspirations in both districts.

External interfaces are identified as follows:

- M62 J24a (given resulting implications for route choice and the complementary interventions being examined at neighbouring junctions);
- Highways England M62 J20-25 Smart Motorway Scheme; and
- Operator-led bus service enhancements

Quality Expectations

Below are the quality expectations for the WY+TF:

- Improved journey times for all vehicles on the local road network within the sphere of influence of the scheme
- Improved accessibility to Kirklees and Calderdale
- Unlocking strategic development sites

These quality expectations remain to be quantified.

Throughout this project, care will need to be exercised to ensure the WY+TF's quality expectations remain aligned.

Business Case Summary and Outline

The outcome of this objective setting exercise and the feasibility work being undertaken by Highways England and Kirklees Council on M62 junction 24a will ultimately determine the scope of interventions on the A641 and what the quantifiable benefits might be.



Associated Documents

- Project Mandate – A629 Phase 1 Salterhebble Junctions (13th Aug 2013)
- Project Mandate – A629 Phase 2 Halifax Town Centre (16th Aug 2013)
- Exception Report – A629 Phase 1 Southern Section (2nd Sept 2014)
- Project Mandate – A629 Phase 5 Ainley Top to Huddersfield (6th Mar 2015)

Names of Key Personnel

SRO: Mark Thompson

Project Executive: Tim Robinson

Calderdale Council Programme Manager: Rachel Jones

WYCA Programme Manager: Paul Roberts

Customers and Users

The end users of any subsequent intervention will be local and strategic highway users.

At this stage the main project stakeholders are Calderdale Council, Kirklees Council and Highways England.

Other Information

Please see Appendix 1

APPENDIX 1 – PLAN SHOWING CURRENT WY+TF SCHEMES ON THE A629 CORRIDOR BETWEEN HALIFAX & HUDDERSFIELD

