

# Travel and Transport Working Group

West Yorkshire Transport Fund

A629 Project

# Background to the West Yorkshire Transport Fund

- Primary objective of the Fund is to maximise an increase in employment and productivity growth
- Forecasts of future transport conditions means an impact on the economic growth of West Yorkshire:
  - Efficiency of business markets – rising costs, unreliability and journey times for business/freight shrink accessible markets
  - Shrinking labour pool – harder for employers to recruit as commuters face rising costs/journey times (reduction in mean commuting distances from 11.4km to 10.0km by 2026)
  - Contracting access to jobs – reduced number of jobs within accessible commuting time and distance for workers (average 18% reduction by 2026) – higher for deprived communities

# OVERALL STRATEGY

Based on bringing people and places closer together

- **New and enhanced highway capacity**
  - Access to motorways
  - Relieving congestion
  - Access to development sites
- **More efficient use of highway capacity**
- **Bus network**
  - Incremental to red routes: increase frequencies, faster and more reliable buses, lower operating costs, fare reductions
- **Rail**
  - Routes into and between urban centres- Leeds City Region Metro
  - Increased capacity, frequency, quality, new routes
- **Park and ride where appropriate**

# A629 Some data

- Huddersfield to Calderdale
- 5.3 miles

| Depart at | Low Journey Time (mins) | Average Journey Time (mins) | High Journey Time (mins) |
|-----------|-------------------------|-----------------------------|--------------------------|
| 0700      | 14                      | 17                          | 20                       |
| 0800      | 18                      | 24                          | 30                       |
| 0900      | 12                      | 17                          | 22                       |
| 1000      | 12                      | 15                          | 18                       |
| 1100      | 12                      | 15                          | 18                       |
| 1200      | 12                      | 15                          | 18                       |
| 1300      | 12                      | 16                          | 20                       |
| 1400      | 12                      | 16                          | 20                       |
| 1500      | 12                      | 16                          | 20                       |
| 1600      | 16                      | 21                          | 26                       |
| 1700      | 18                      | 26.5                        | 35                       |
| 1800      | 12                      | 17                          | 22                       |
| 1900      | 12                      | 14                          | 16                       |

| Depart at | Low Journey Speed (mph) | Average Journey Speed (mph) | High Journey Speed (mph) |
|-----------|-------------------------|-----------------------------|--------------------------|
| 0700      | 22.7                    | 18.7                        | 15.9                     |
| 0800      | 17.7                    | 13.3                        | 10.6                     |
| 0900      | 26.5                    | 18.7                        | 14.5                     |
| 1000      | 26.5                    | 21.2                        | 17.7                     |
| 1100      | 26.5                    | 21.2                        | 17.7                     |
| 1200      | 26.5                    | 21.2                        | 17.7                     |
| 1300      | 26.5                    | 19.9                        | 15.9                     |
| 1400      | 26.5                    | 19.9                        | 15.9                     |
| 1500      | 26.5                    | 19.9                        | 15.9                     |
| 1600      | 19.9                    | 15.1                        | 12.2                     |
| 1700      | 17.7                    | 12.0                        | 9.1                      |
| 1800      | 26.5                    | 18.7                        | 14.5                     |
| 1900      | 26.5                    | 22.7                        | 19.9                     |

- Need to save journey times between the two locations BUT
- Need consistency (Journey Time Reliability)

# Headline Journey Time Savings

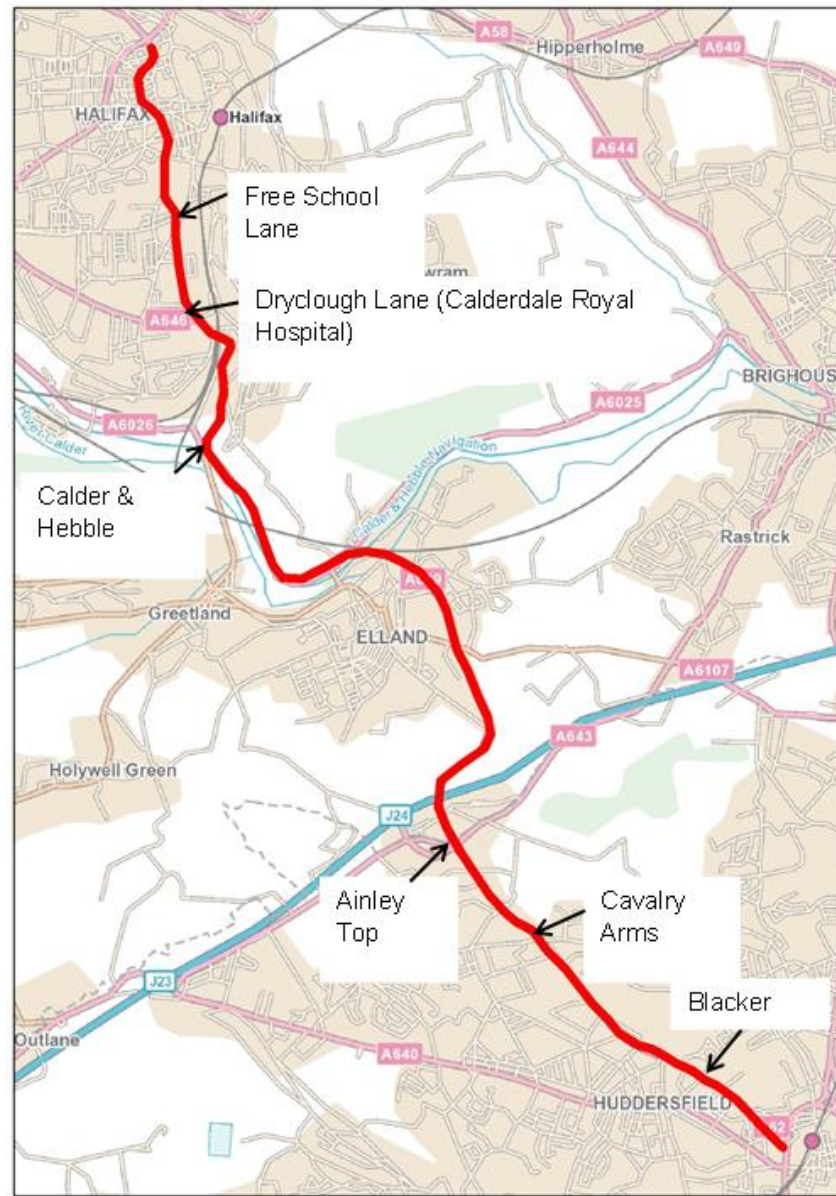
## Full Corridor Journey Time Savings

TBD



|      |    | NB   | SB   |      |    | NB    | SB    |
|------|----|------|------|------|----|-------|-------|
| 2021 | AM | 1:30 | 1:00 | 2021 | AM | 03:51 | 00:49 |
|      | IP |      |      |      | IP | 01:40 | 00:39 |
|      | PM | 2:00 | 1:00 |      | PM | 03:47 | 01:50 |
| 2031 | AM |      |      | 2031 | AM | 03:29 | 01:43 |
|      | IP |      |      |      | IP | 01:52 | 00:52 |
|      | PM |      |      |      | PM | 04:45 | 02:12 |

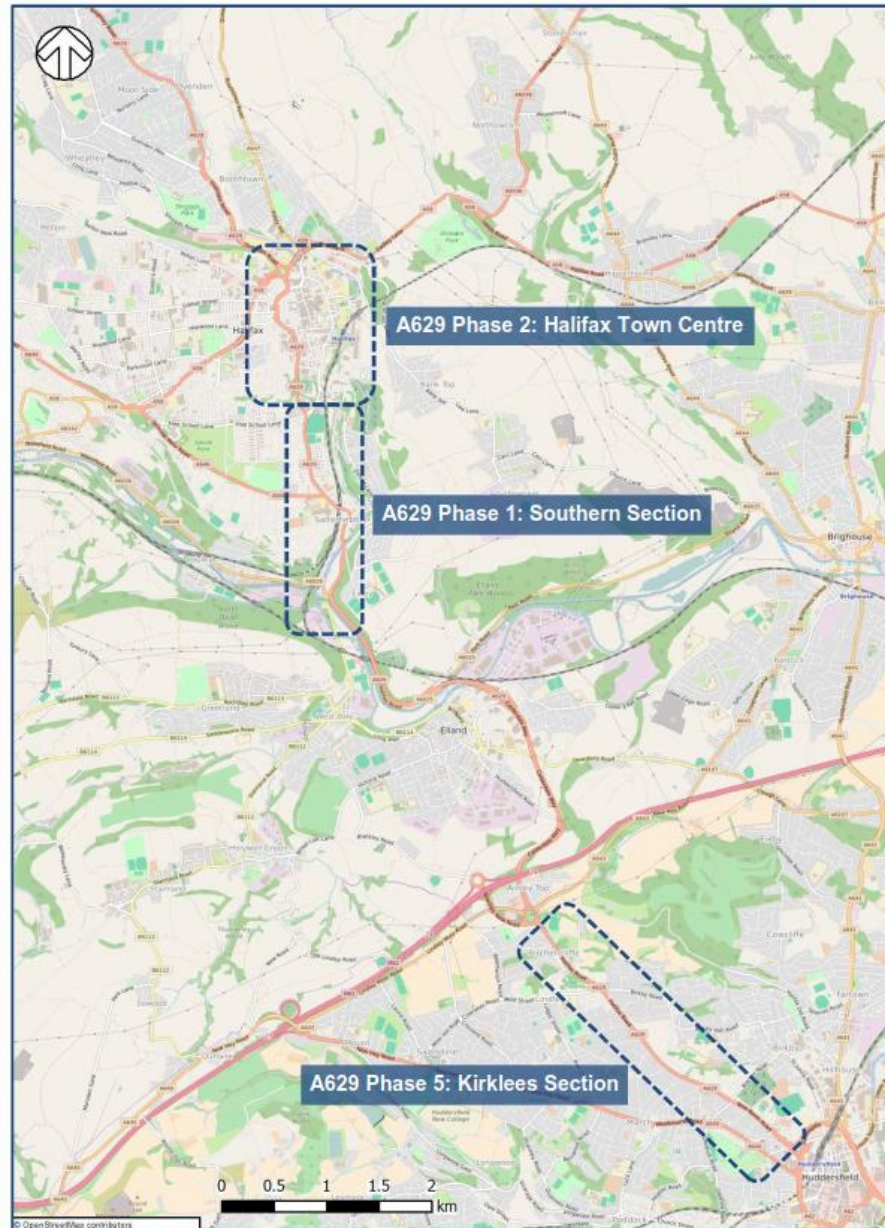
# The A629



# A629 Phases

| Phase | Description  |
|-------|--|
| 1a/b  | A 3km length of highway improvements, which are congestion targeting interventions commencing from Jubilee Road though to the outskirts of Halifax Town Centre. Junction remodelling includes Dudwell Lane, Dryclough Lane and Shaw Hill with highway widening at Salterhebble Hill to facilitate upstream capacity prior to upgrading Calder & Hebble junction during Phase 1b to overcome this significant pinch point upon the highway network. |
| 2/3   | Halifax Town Centre and Free School Lane into Halifax with the scheme aiming to cater for through traffic, unlock development, public transport accessibility improvements, public realm improvements and develop a car parking strategy.  |
| 4     | Package of proposals that will consider congestion relief at Ainley Top as well as addressing journey time reliability for commercial (goods) vehicles and improve the usage of public transport between Halifax and Huddersfield by significantly reducing bus journey times in the corridor.   |
| 5     | Highway improvements on the A629 from Huddersfield Ring Road to Junction 24 of the M62 (Ainley Top). The Phase 5 proposals will provide congestion relief at the Cavalry Arms and Blacker Road junctions and on the approach to and from Ainley Top.   |

# A629 Phases





# Progress to date

- Phases 1 and 2/3 covered last week by Calderdale.
- Phases 4 and 5 currently being worked on
- Target date for phase 5 schemes -Summer 2021
- <http://www.westyorks-ca.gov.uk/WorkArea/DownloadAsset.aspx?id=4294970794>

# DfT Access to Service Indicators

| Destination                | Number of locations in: 2014 |        |
|----------------------------|------------------------------|--------|
|                            | 2014                         | 2015   |
| Employment centre (small)  | 16,465                       | 16,625 |
| Employment centre (medium) | 9,235                        | 9,460  |
| Employment centre (large)  | 645                          | 676    |
| Primary school             | 16,463                       | 16,484 |
| Secondary school           | 3,365                        | 3,376  |
| Further Education          | 2,624                        | 2,606  |
| GP                         | 9,257                        | 11,167 |
| Hospital                   | 296                          | 278    |
| Food store                 | 19,549                       | 19,746 |
| Town centre                | 1,211                        | 1,211  |

We have this software

## Outline of Access to Services calculation process

