

Appraisal Summary Table		Date produced:	19-Jun-17		Contact:		
Name of scheme:	Getting Huddersfield to Work			Name	Keith Bloomfield		
Description of scheme:	Scheme seeks to reduce severance and improve pedestrian permeability and accessibility in two key locations; the university and the main retail centre. The University is severed from the town by a dual carriage way ring road and the retail centre by a busy service road the bisects the town centre. Both schemes seek to provide a step change in improvement to the public realm to either support existing investment opportunities or create the environment where further investment or expansion and the associated footfall can be supported. The schemes also seek to provide some level of congestion relief by simplifying vehicle movements , but most importantly provide a more safer and legible walking environment for pedestrians.			Organisation	Kirklees Council		
				Role	Promoter		
Impacts	Summary of key impacts		Assessment				
			Quantitative		Qualitative	Monetary	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	The proposed scheme is on a key strategic route. The additional capacity provided at the junction will reduce journey times and increase reliability for buses, which use the route. Currently, queuing occurs on the approaches to the junction. Providing additional capacity through the junction will reduce the queuing and therefore increase the reliability of the bus services. The scheme will reduce the journey time for all users (business and other) on both public transport and by car.	Value of journey time changes (£)		Slight Beneficial	572	++
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
			572				
	Reliability impact on Business users	Reducing the level of queuing at the junction will increase the reliability of undertaking a journey from Huddersfield to Strategic Road Network. Therefore, reliability benefits are expected	Not quantified to date		Slight Beneficial	Benefits not monetised	
	Regeneration	The improved public realm will generate increased footfall and encourage more business and housing to invest in the town centre			Slight Beneficial	Benefits not monetised	
	Wider Impacts	The scheme will improve access to Huddersfield town centre and the associated services and to the University. By supporting the Kingsgate scheme, it has been calculated that the scheme will indirectly contribute to improvement in business rates and visitor expenditure. The University has invested £50 Million in two new buildings to provide high class learning facilities for students which in continues to attract in increasing volumes.	£5.4 million Gross Value Added (GVA) per annum during the 2 year construction period and annually £15.8 million GVA post opening of the Kingsgate scheme. Economic benefit to Huddersfield. £573,000 business rate revenue plus £11.6m per annum in visitor expenditure.		Slight Beneficial	Benefits not monetised	
Environmental	Noise	There will be little impact on noise levels as a result of the scheme. The scheme may cause a slight reduction in noise and vibration levels in the area due to less queuing traffic and a large reduction on Cross Church Street, but the scale of the impact is likely to be negligible.	The impacts have not been assessed		Neutral	Benefits not monetised	
	Air Quality	The scheme will cause a small reduction in NOX and PM's calculated with the Local Authority's air quality dispersion model	1.1kg reduction of PM10 0.65kg reduction of PM2.5		Slight Beneficial	This is a damage cost saving of £270.68	+
	Greenhouse gases	More efficient driving in the area (reduction in queuing traffic) should provide a small reduction in the amount of greenhouse gases that are produced in the immediate area.	Change in non-traded carbon over 6ty (CO2e)		Slight Beneficial	Benefits not monetised	
			Change in traded carbon over 6ty (CO2e)				
	Landscape	The scheme adopts the Green Streets principles of embedding green infrastructure and enhanced environmental measures to support a growth in higher value employment and a consequent increase in GVA. The design mitigates against adverse environmental impacts such as air quality, drainage, noise and emissions.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
	Townscape	High quality streetscape and public realm improvements will improve the existing conservation area. It will also enhance connectivity between the retail elements of Huddersfield and between Huddersfield and the University, leading to an increased sense of spaciousness and appreciation of the townscape which will in turn lead to increased dwell time in the town.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
	Historic Environment	The scheme improves the setting of two grade II listed churches either end of Cross Church Street and the pedestrianisation will remove vehicular traffic and improve the setting of many other listed buildings on Cross Church Street itself.	The impacts have not been assessed		Beneficial	Benefits not monetised	
	Biodiversity	Construction activities will be focussed on the existing highway and will therefore have minimal impact upon the biodiversity of the area.	n/a		Neutral	n/a	
Water Environment	There is a very low potential for impact on the groundwater quality and other water environmental features. The proposed scheme is on the existing highway.	n/a		Neutral	n/a		
Social	Commuting and Other users	The scheme reduces travel times for highway and public transport users on the route	Value of journey time changes (£)		Slight Beneficial	6008	+++
			Net journey time changes (£)				
				0 to 2min	2 to 5min	> 5min	
				6008			
	Reliability impact on Commuting and Other users	The scheme will provide additional capacity at the junction and therefore reduce journey times through the junction and increase reliability. Therefore, reliability benefits are expected.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
	Physical activity	Improved pedestrian and cycling facilities will be implemented with the scheme, therefore providing the facility to increase physical activities.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
	Journey quality	Reduced congestion at the junction will reduce the level of frustration for both drivers and public transport users, improving the quality of the journey for commuters.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
	Accidents	A total of 17 people were involved in injury accidents over the past 5 years. Two of these (both slight) were on Cross Church Street. This street is to be closed to general traffic as part of the scheme and therefore it is reasonable these two accidents will be saved. In addition we have assumed that the simplification of the junctions as part of the scheme will result in 10% of other accidents being removed.	This results in the removal of 3.5 accidents over a 5 year period. The benefits of these have been assessed using the WebTAG values for different accident severity.		Beneficial	808	
	Security	The scheme will cause a negligible change to the levels of security in the area.	The impacts have not been assessed		Neutral	Benefits not monetised	
	Access to services	The scheme will improve access to jobs and other services via public transport, on foot and by bicycle.	The impacts have not been assessed		Slight Beneficial	Benefits not monetised	
Affordability	The scheme will have a negligible impact on the affordability of travel. However, providing additional pedestrian facilities will increase the range of lower cost options for travel for shorter distances in the area.	The impacts have not been assessed		Not assessed	Benefits not monetised		
Severance	The scheme will provide new pedestrian facilities, therefore, reducing any severance that is currently experienced in the area. The scheme is not constructing a new link or reducing the current number of crossing facilities, therefore severance will not be decreased from the current position. However the current highway layout on Queensgate is psychologically a deterrent for Students using the town centre during rest or break periods. Reducing this severance will effectively bring the university within the body of the town	The impacts have not been assessed		Beneficial	Benefits not monetised	+	
Option and non-use values	The scheme provide will increase the attractiveness of walking by reducing delays and severance	The impacts have not been assessed		Slight beneficial	Benefits not monetised		
Public Accounts	Cost to Broad Transport Budget	The scheme is relatively low cost and provides high value for money.	BCR is over 2:1		Beneficial	2620	
	Indirect Tax Revenues	There will be a small reduction in the revenue from fuel as a result of reduced congestion through the network	The impacts have not been assessed		Slight negative	Benefits not monetised	