

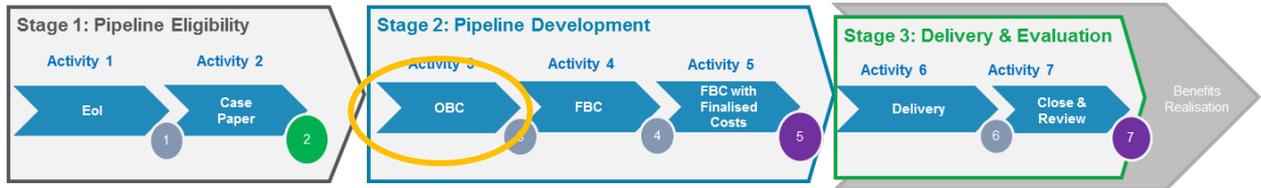
Section A: Scheme Summary

Name of scheme:	Halifax Bus Station
PMO scheme code:	WYTF-PA4-013
Lead organisation:	Combined Authority
Senior responsible officer:	Mark Gregory, Calderdale Council
Lead promoter contact:	Mark Auger, Combined Authority
Case officer:	Asif Abed, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant: West Yorkshire plus Transport Fund - project development Transforming Cities Fund (TCF) - implementation
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	The bus station proposal was submitted as part of the A629 phase 2 Gateway 1 Business Case Submission of November 2015. To date the development of the project has been aligned to the A629 project and associated approvals utilising £366,000 funding.
Forecasted full approval date (decision point 5):	June 2020
Forecasted completion date (decision point 6):	March 2022
Total scheme cost (£):	£15.4 million
Combined Authority funding (£):	Up to £566,000 (Transport fund to support project development costs, whilst TCF bid is determined).
Total other public sector investment (£):	£15.4 million Transforming Cities Fund bid application
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

This project currently forms a part of the A629 Phase 2 project, but it is not dependent on its delivery.

Current Assurance Process Activity:



Scheme Description:

This project will replace the existing bus station facility which is located to the north of Halifax town centre on the junctions of Broad Street/Northgate and with Winding Road by removing known limitations and tackling issues on the site through the delivery of:

- A bus station that can accommodate the predicted growth in travel in Halifax;
- A new, single, fully-enclosed passenger concourse, with easy interchange between bus services, a safe and secure waiting environment, and level walking routes for all users;
- Better connectivity to key destinations across the town centre such as Dean Clough and the Piece Hall;
- Increased retail and commercial provision to increase income to the Combined Authority;
- Provision of improved real-time information, including rail travel information, to better integrate these modes;
- An 'Electric Bus Station' that will be ready for the introduction of electric buses upon opening;
- A harmonious modern building design that integrates well into the surrounding heritage assets and public realm.

The project is entirely compatible and complementary to the proposed implementation of a dedicated bus lane route and one-way bus box in Halifax, along with the proposed pedestrian improvements around the town, which is part of the proposed A629 Phase 2 scheme.

The re-development of Halifax bus station is a scheme in its own right and its implementation is not dependent upon the delivery of the A629 Phase 2 scheme. That said, construction phasing is a key consideration of the project as there are practical and operational benefits to delivering a new bus station in Halifax at the same time as the A629 Phase 2 delivery.

Business Case Summary:

Strategic Case

The existing bus station facility is 30 years old (opened in 1989) and is owned, managed and maintained by the West Yorkshire Combined Authority. The bus station is where most bus services to/from Halifax start and finish.

Halifax Bus Station forms an integral part of Calderdale's comprehensive bus network that connects people to employment, education, training and other essential services. In order for this bus network to be successful, all

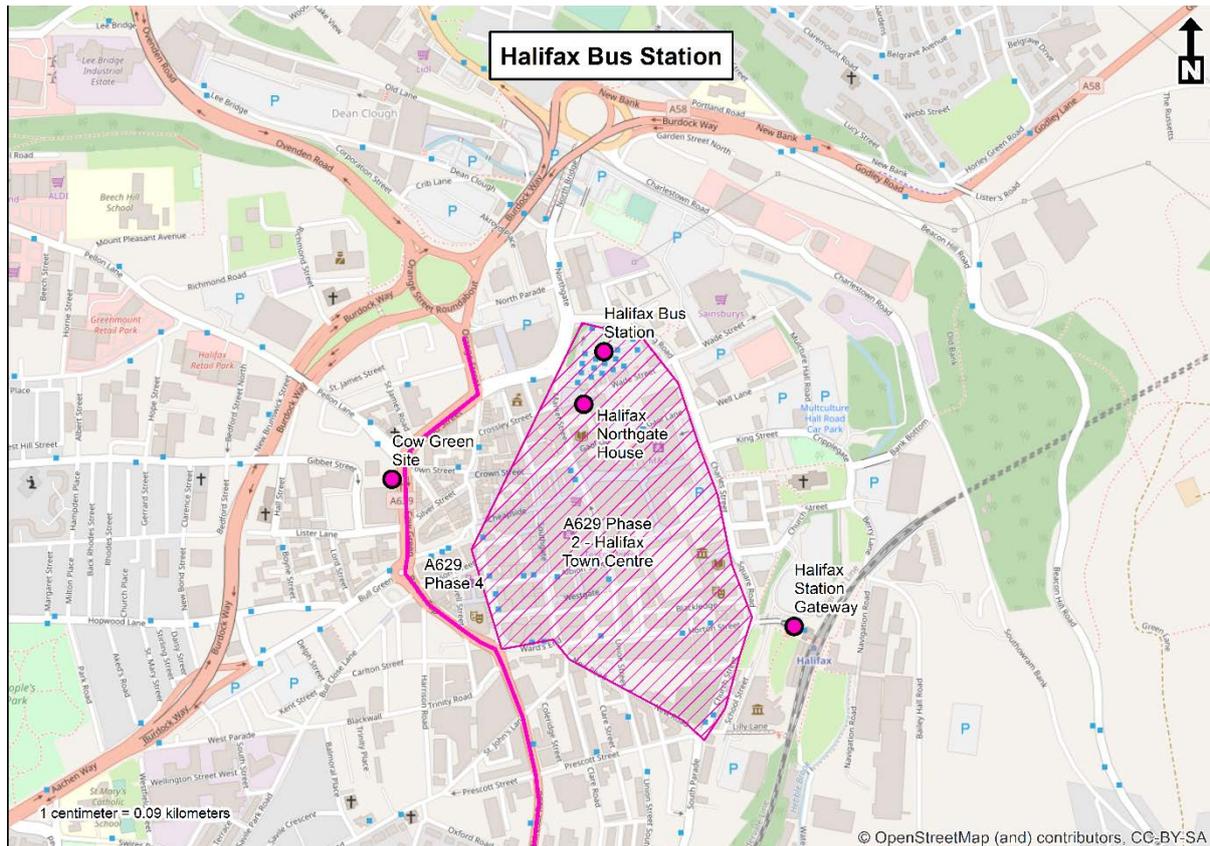
	<p>elements of the ‘door-to-door’ journey need to work well, but the existing bus station presents a limitation to travel by bus for some people.</p> <p>There is a requirement for many bus users to interchange between bus services to access employment and education opportunities, via Halifax town centre or bus station. For example for journeys between the areas of multiple deprivation in the north and employment sites south of central Halifax off the A629, such as Lowfield Business Park or Calderdale Royal Hospital.</p> <p>Future trip generation is expected to grow as a result of residential and commercial development across the district and town, in particular the new Trinity Sixth Form college on the neighbouring site. The existing bus station is not able to accommodate this growth.</p> <p>The project is mainly aligned with Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth, but also partially to Priority 2 – Skilled People, Better Jobs, and Priority 3 – Clean Energy and Environmental Resilience, as several other wider policies and strategies including West Yorkshire Transport Strategy (Aug 2017), Bus Strategy (August 2017) and the Halifax Town Centre Delivery Plan. It further complements wider strategic transport investments and initiatives including but not limited to: A629 Halifax to Huddersfield Corridor, Halifax Rail Station Gateway, Corridor Improvement Programme (e.g. A58/A672 Halifax to Bradford); and the West Yorkshire Bus Alliance programme.</p>
<p>Commercial Case</p>	<p>Halifax bus station serves around 15,000 bus users on a daily basis, representing a strong demand base. The Calderdale Local Plan sets out ambitions to deliver 15,500 new homes and 60 hectares of new employment land across the district by 2032 which, when coupled with a projected population rise could increase the bus station’s usage by a further 1,800 bus users by 2032. The bus station will play a crucial role in realising this growth and encouraging travel by sustainable modes, which is why any barriers to expansion should be addressed. It is therefore predicted that if no intervention is made, the bus station will deteriorate and will fail in terms of accessibility, health & safety as well as from a quality/passenger satisfaction perspective. This will inhibit its role in: encouraging bus use, enabling inclusive growth, boosting productivity and nurturing clean growth. Market testing demonstrates capacity within the market to deliver the project and a preferred procurement strategy will be selected at full business case stage.</p>
<p>Economic Case</p>	<p>The project will chiefly deliver against the Strategic Economic Plan Priority 4, Infrastructure for Growth. The benefits of the scheme have been assessed using a public transport model, EMME. The project will help to directly benefit:</p> <ul style="list-style-type: none"> • employment generation; • new businesses; • create commercial floor space which will be both newly constructed and refurbished on site; <p>and indirectly support:</p>

	<ul style="list-style-type: none"> • the facilitation of learning floor space, such as the new Trinity Academy Sixth Form College; • additional learner numbers & qualifications; • delivery of housing units; • CO2 reduction potential. <p>In addition to positive changes to generalised cost, the project will generate wider economic impacts which include:</p> <ul style="list-style-type: none"> • Improved accessibility allowing for an increase in the supply of the labour market, improved job prospects and improved levels of inclusive economic activity. • Improved accessibility of key development sites can make these sites more appealing to developers and site occupiers, thereby encouraging investment. • Reduced commuting travel time, employment access and interactions • As a result of fewer barriers to travel, supporting the local economy through increased footfall and spend. <p>The value for money assessment reflects a benefit cost ratio of 2.19:1, judging the scheme as high value for money. Further work to refine the economic case is to be undertaken as part of full business case development.</p>
<p>Financial Case</p>	<p>The project delivery cost forecast is £15.4 million, based on design and feasibility work to date by the appointed consultant and architects, and the delivery element of the scheme. This is supported by a cost plan and has been benchmarked against similar investments in bus station projects delivered by various transport authorities across the country.</p> <p>It is anticipated that the scheme will be revenue neutral with any additional future revenue (e.g. retail, advertising) generated contributing towards the maintenance costs of the new facility.</p> <p>The development costs are to be funded through the West Yorkshire-plus Transport Fund, with implementation costs to be sought from the Department for Transport's Transforming Cities Fund (TCF).</p> <p>At outline business case, the scheme seeks additional funding of £200,000 from the transport fund, taking the total approval to £566,000 to develop a full business case.</p>
<p>Management Case</p>	<p>As the asset owner, West Yorkshire Combined Authority is the scheme promoter and is leading on the overall project management of the scheme in close partnership with Calderdale Council. The Combined Authority delivery team is able to use experience from delivering successful bus station projects, such as in Castleford. A core project team is in place, and for the overarching governance, decision-making and strategic direction, and the project team reports to a project board. This comprises officers with a wealth of the technical knowledge and expertise required for such a project, as well as the technical and design suppliers, and officers from Calderdale Metropolitan Borough Council (as a key stakeholder and partner authority). The project follows Prince 2</p>

principles and approaches, has a range of project management documentation in place and resources identified to take the project forward beyond outline business case.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>