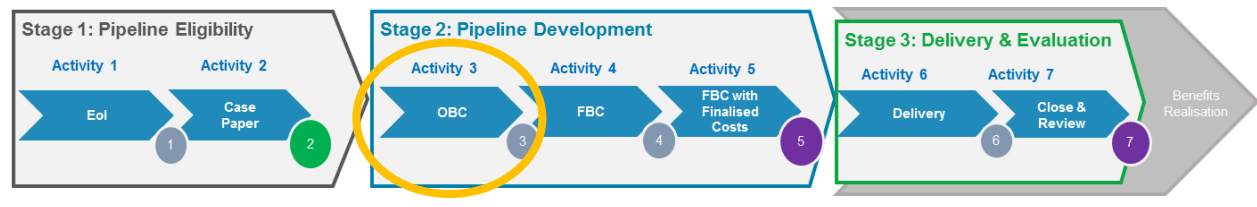


Section A: Scheme Summary

Name of scheme:	Halifax Station Gateway
PMA scheme code:	WYTF-PA4-008
Lead organisation:	Calderdale Metropolitan Borough Council
Senior responsible officer:	Richard Binks, Calderdale City Council
Lead promoter contact:	Sarah Callaghan
Case officer:	Matthew Page
Applicable funding stream(s) – Grant or Loan:	Grant: WY+TF and TCF
Growth Fund Priority Area (if applicable):	-
Applicable funding stream(s) – Grant or Loan:	Grant: WY+TF and TCF
Growth Fund Priority Area (if applicable):	-
Approvals to date:	A Project and Programme Mandate was compiled in August 2016. Mandate approval by Investment Committee 7 Sept 2016. OBC considered by PAT May 2018. Change request approval by IC 4 July 2018. Change request approved by IC 11 July 2019.
Forecasted full approval date (decision point 5):	05/05/21
Forecasted completion date (decision point 6):	16/12/2024
Total scheme cost (£):	£33.621 million (subject to match funding)
Combined Authority funding (£):	WY+TF: £10.60 million TCF: £16.50 million
Total other public sector investment (£):	CMBC: £521,000
Total other private sector investment (£):	-

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	No

Current Assurance Process Activity:



Scheme Description:

The Halifax Station Gateway (HSG) project will deliver a transformational redevelopment of Halifax rail station. HSG is part of a wider package of Transforming Cities Fund (TCF) interventions - the Halifax Walking and Cycling Transformational Package.

The HSG scheme will involve the demolition of the current approach bridge and the construction of a new two-storey station building and pedestrian bridge connecting to pedestrian facilities provided as part of the A629 Phase 2 project. These will offer onward connectivity towards the Piece Hall and the rest of the Town Centre. The scheme will also provide a pedestrian and cycle link by re-opening the Navigation Road underpass connecting Halifax Rail Station to the eastern side of the railway, the Nestlé site and connecting into the Hebble Trail.

The main Eureka! entrance would move to the South end of the site, with car parking redeveloped to provide the main Eureka! car park. The Northern Car Park would be reconfigured to provide drop-off facilities, parking and taxi pick-up for rail passengers. Overall, there would be a net reduction in car parking.

To the east of the railway line, works include demolition of Nestlé buildings, realignment of the Navigation Road extension to the Hebble Trail (connecting through the underpass) and purchase of the 'Butterfly Meadow' to create an amenity space

Scheme Illustration



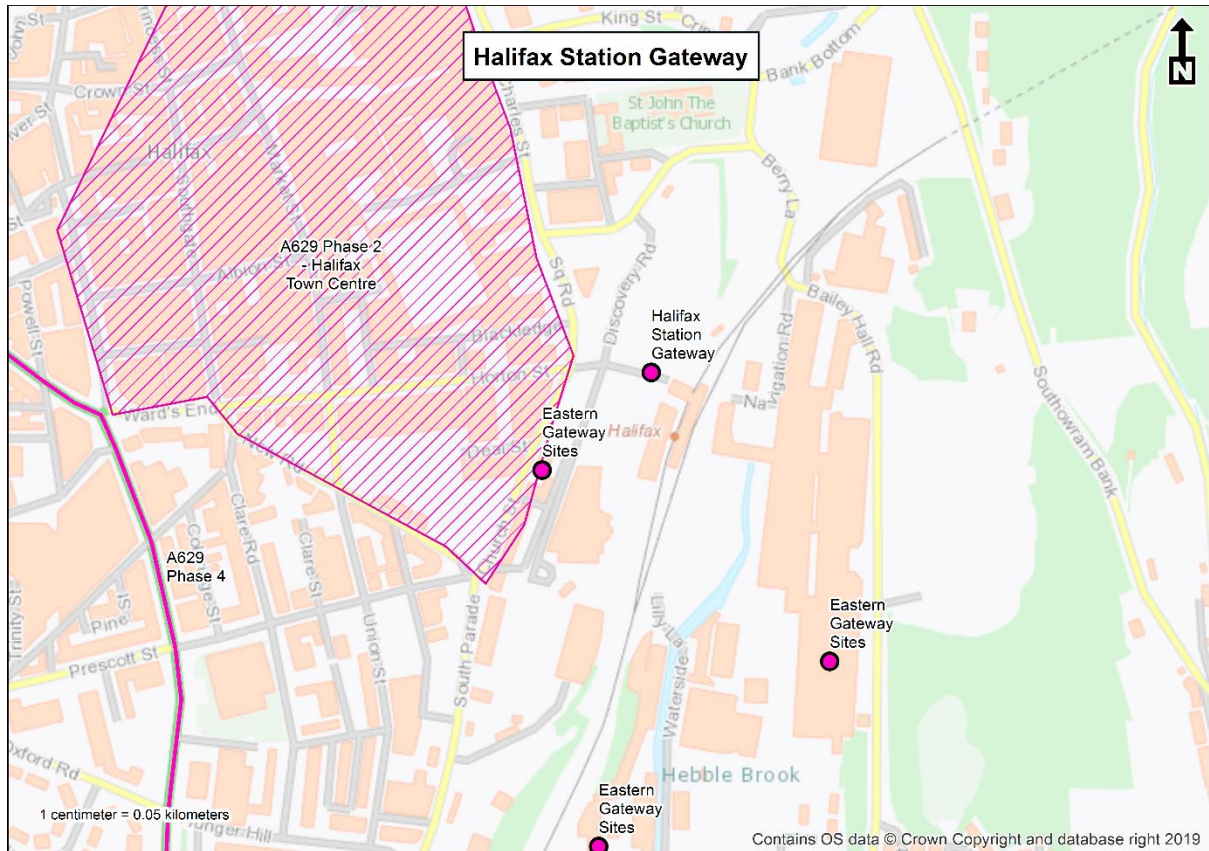
Business Case Summary:

<p>Strategic Case</p>	<p>Significant recent investment in Halifax town centre has not extended to the station, which currently does not meet passenger demands and 'fails to impress'. The HSG scheme is aligned with LCR and CMBC strategic priorities and is likely to support local housing and employment development sites.</p> <p>The scheme has links to other schemes promoted by CMBC and funded by the CA, including A629 Phase 2 (funded by WY+TF) and the TCF-funded Halifax Town Centre scheme. The scheme is aligned to national, sub-regional and local strategies including the West Yorkshire Transport Strategy (2017), the 2014 Halifax Town Centre plan and underpins Calderdale's Local Plan.</p> <p>Funding from the Combined Authority is required because neither Northern (the station operators) or Network Rail (the station owners) are likely to invest in Halifax Railway Station. The scheme has strong support from these and other key stakeholders involved in its development.</p>
<p>Commercial Case</p>	<p>Halifax Rail Station is the 6th busiest in West Yorkshire and currently serves more than 1.9 million rail journeys. Poor facilities and physical constraints are driving negative perceptions and user dissatisfaction, which has the potential to be exacerbated in the future by passenger growth.</p> <p>A retail review found that spend per passenger is 0.10p per annum and station income per passenger is 0.007p per annum. This is considerably lower than comparable stations and benchmark levels for this category of station. This market failure will be addressed by the implementation of measures proposed under this scheme.</p> <p>Calderdale Council have led the development of the project since inception and have appointed Mott MacDonald and SGP Architects to support the development of the scheme. The procurement route for delivery is yet to be defined with options being considered.</p>

<p>Economic Case</p>	<p>A number of different possible components of the scheme emerged from the Station Masterplan and were used to derive a shortlist of options. These were appraised using various techniques and the 2018 preferred option emerged. More recently, the opportunity was taken to undertake a comprehensive review of the scheme and an alternative option was developed. This scheme was assessed against the previous preferred option and became the preferred option for this submission.</p> <p>An economic assessment was carried out on the preferred option as well as an alternative option, which did not feature the pedestrian bridge. Appropriate industry standard techniques were used to forecast background demand and the impacts of the scheme. As well as the 'core' scenario, a number of sensitivity tests were also carried out to cover the main areas of uncertainty. Both the preferred and the alternative options were assessed as having a 'high' value for money with the preferred option being selected because it had a slightly higher BCR and it is likely to be more in line with the strategic objectives of the scheme.</p>
<p>Financial Case</p>	<p>The total capital costs have been estimated at £33.621 million. Funding will be used from the Station Gateways funding from the West Yorkshire-plus Transport Fund, Transforming Cities Fund monies and Calderdale Councils own funds.</p> <p>A funding strategy is being developed should all the monies not be granted.</p>
<p>Management Case</p>	<p>The scheme will be managed by Calderdale Council's project team which has a wider range of experience in delivering projects. PRINCE2 methodology will be used and the relevant Boards have been established. The scheme is expected to commence construction in August 2022 and be fully completed by December 2024.</p> <p>Planning consents, land acquisition, consultation and the station change process will all be completed by February 2021.</p>

Location map:

The following location map shows the location of the Halifax Station Gateway Scheme:



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/growing-the-economy/leeds-city-region-infrastructure-map/>