

Section A: Package Summary

Name of Package:	Transforming Cycling and Walking Access in Brighouse and Elland
Location of Package:	Elland town centre, West Vale/Greetland and Brighouse town centre.
PMA Code:	To be confirmed
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Steven Lee, Calderdale Council
Lead Promoter Contact:	Tom Jones, Calderdale Council
Combined Authority Lead/ Programme Manager:	Fiona Limb
Case Officer:	Ian McNichol / Alpha Thiam
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 3 – Clean Energy and Environmental Resilience Priority 4 - Infrastructure for Growth
Combined Authority approvals to date:	Decision point 1 (Strategic Assessment) October 2019
Forecasted Completion Date	Brighouse Cycle Improvement - 31 st March 2023. Elland Station Access Package – August 2022
Total package Cost for the preferred way forward (£):	Range from £7.387 million to £10.23 million
WYCA Funding (£):	£5.42 million will come from TCF and £1.978 million from West Yorkshire plus Transport Fund
Total other public sector investment (£):	TBC
Total other private sector investment (£):	TBC

A.1 Package Description

Brighouse and Elland both currently suffer from poor public transport connections and significant congestion levels. The primary issues and challenges relating to transport across both Elland and Brighouse are:

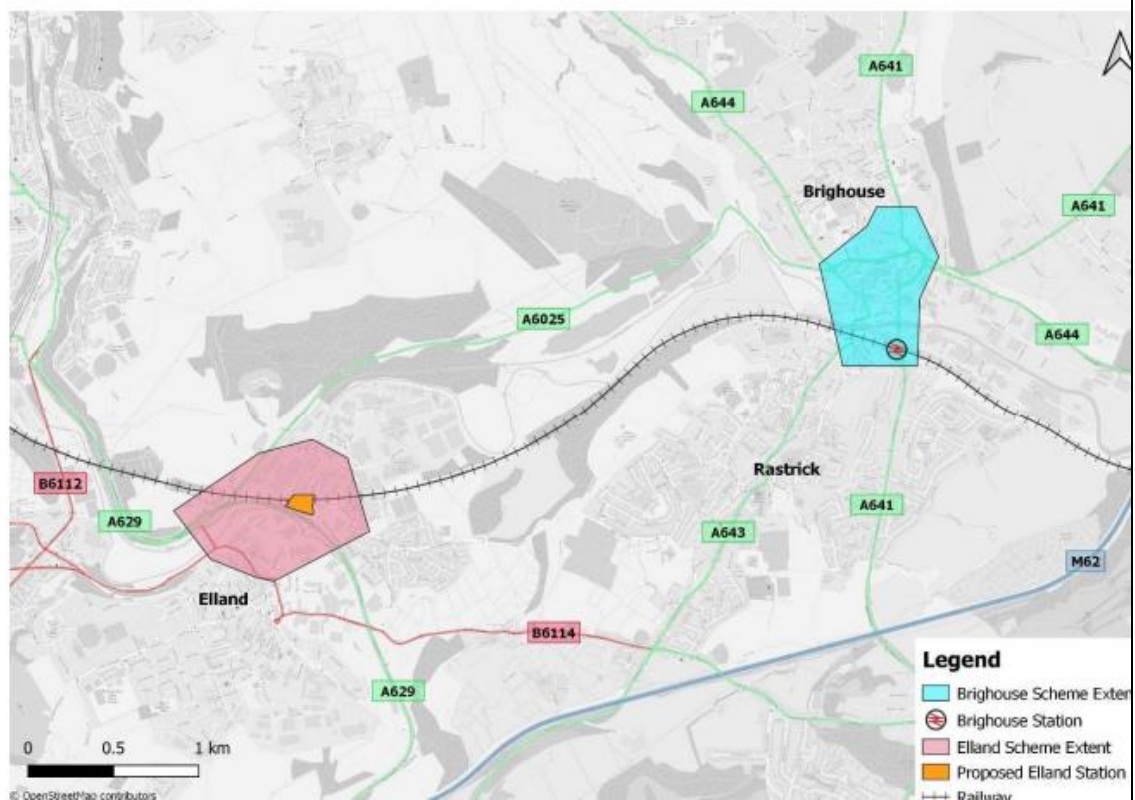
- Poor pedestrian and cycling infrastructure across both towns
- Poor railway station connectivity and accessibility issues hindering rail use
- Significant congestion on the roads
- Poor local air quality

The scheme package is comprised of two projects designed to improve connections for walking and cycling and the rail stations serving Elland and Brighouse. The schemes aim to implement the following:

- Provision of direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station at Elland via two pedestrian/cycle bridges. This will significantly improve opportunities for active travel to the station and enable and encourage reduction in private car use
- Towpath widening to give access from Calderdale Greenway
- Upgrading Century Road for direct traffic free access to the town centre and Lowfields Industrial Park
- Improving walking and cycles routes to and from Elland town centre via Eastgate
- Improvements on priority pinch points and junctions from the north of Brighouse to Brighouse town centre. This will transform access by bike to Brighouse rail station, improving safety and legibility.

Figure 1 shows the scheme extents in both Elland and Brighouse.

Figure 1 - Scheme Extents



A.2 Business Case Summary

Strategic Case

This scheme has strategic fit with national, regional and local policies and plans. At present, the local transport conditions in both Elland and Brighouse are poor.

Elland has poor connections to key roads, local congestion during peak hours and declining and restricted bus services to local destinations, as well as poor access to the railway network.

In Brighouse, the road network is also congested and suffers capacity issues, cycle facilities are limited, and the vast majority of commuting trips are by private car.

Both Elland and Brighouse suffer from poor public transport connections and significant congestion levels. This hinders connection access to employment and education both locally and into Leeds and Manchester, presenting constraints on future growth and development.

Air quality is also an issue in Calderdale, which can have a detrimental impact on the health of local residents. Calderdale Metropolitan Borough Council declared a climate emergency in 2019, subsequently setting ambitious targets to reduce carbon emissions by 80% by 2050.

The Brighouse and Elland Station Access package will improve conditions to encourage cycling and walking, improving connections to the rail stations. It will also facilitate the delivery of local housing and employment developments outlined in the Calderdale Local Plan.

Economic Case

The generation of options has been derived from the Elland Station outline business case which enabled the development of pre-feasibility designs and high-level costs by scheme. A shift in prioritisation has led to further refinement of this work to present a long list of interventions. These interventions were then sifted through a Multi Criteria Assessment Toolkit to provide a final shortlisted package.

The interventions were scored against the scheme objectives and Critical Success Factors (buildability and deliverability), scoring them on a 7-point scale from large disbenefit (-3) to large benefit (3). Any intervention which was found to have a score less than 7, or resulted in a negative score against a Critical Success Factors, was rejected.

It was found that the interventions that make up the Brighouse Cycle Improvements scheme element do not perform as well as the interventions that make up the Elland Station Access Package scheme element in terms of their scoring against the scheme objectives and the Critical Success Factors. Four incremental options were identified to be included in the Strategic Outline Case. These are Do-Nothing, Do-Minimum, Do-Something, and Do-Maximum.

Commercial Case

Calderdale Council, supported by their technical partners, has significant experience in the development, design, construction and management of strategic highway and corridor improvement schemes in the Calderdale area. Recent examples of detailed contract procurement and management include the package of improvements for the A629 between Halifax and Huddersfield. The expertise demonstrated in the management and delivery of this programme of transport schemes provides reassurance that Calderdale Council are well placed to deliver the facilities, and their commercial procurement and delivery on time and within budget.

Furthermore, from Calderdale Council, the Combined Authority and other Local Authorities' experience in the delivery of recent transport projects, it is evident there is a healthy appetite in the construction industry for infrastructure schemes of this type.

Calderdale Council considers the best way to address this risk is by amalgamating these small Transforming Cities Fund schemes with bigger projects that will be more attractive to larger contractors, for example, Elland Station Access Package is procured with the wider Elland Station package, and Brighouse cycling improvements with the A641 scheme. The scheme elements that make up the shortlisted options do not include any specialist or niche requirements and therefore, skills within the market are sufficient to be able to deliver the scheme.

Financial Case

In addition to the £5.42 million Transforming Cities Fund (high scenario) funding, a total of £1.978 million in capital development funding has been made available for the Elland Station Access Package scheme element through the West Yorkshire Plus Transport Fund. No additional capital funding has been sourced for the Brighouse Cycle Improvements scheme element. As a transport improvement scheme, the key funding source for both the Elland Station Access Package and the Brighouse Cycle Improvements is the Transforming Cities Fund .

Management Case

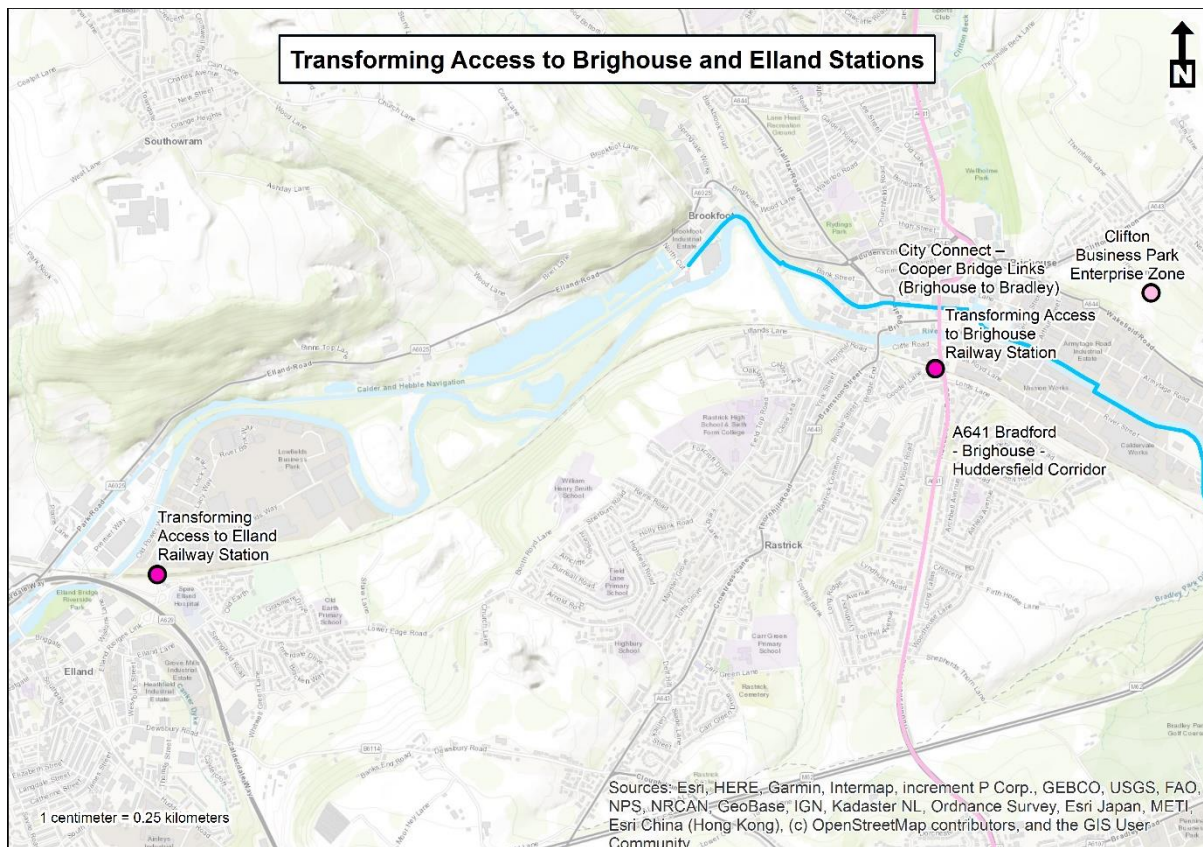
A Programme Board for the Transforming Cities Fund Programme has been established. This will transition into the Transforming Cities Fund Portfolio Board, providing strategic and monitoring oversight of the programme. The Portfolio Board will manage the risk and contingency budget for the programme, and also have a mechanism for transferring funding between thematic programmes if necessary. The Programme Board includes a senior representative from all partners to the bid.

Following Strategic Outline Case the schemes will be separated, with the Elland Station Access Package returning to the wider Elland Station governance and assurance process, and Brighouse Cycling Improvements merging with the A641 governance process.

A number of stakeholder engagement workshops were undertaken between 2018 and 2019 for each of the different components of the scheme. The consultation sought feedback on the proposals for a new railway station and a series of improvements to aid walking and cycling. The consultation feedback received was used to influence the early designs, such as the provision of additional waiting shelters at the Railway station, and potential to connect the station with bus services in Elland.

Location map:

The following location map shows the location of the Transforming Cycling and Walking Access in Brighouse and Elland 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/>