

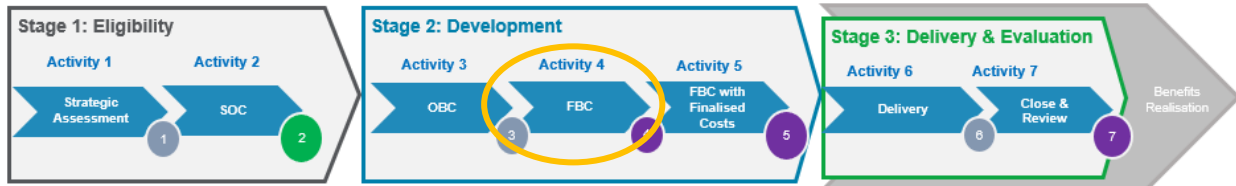
Section A: Scheme Summary

Name of scheme:	TCF Halifax Bus Station
PMA scheme code:	WYTF-PA4-013
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Mark Gregory, Head of Assets
Lead promoter contact:	Mark Auger, Combined Authority
Case officer:	Asif Abed, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	<p>Decision Point 3: Combined Authority Board 10 October 2019. Indicative scheme cost of £15.4 million with approval of £566,000 development costs.</p> <p>Change Request: Senior Leadership Team 29 April 2020, for additional approval of £260,000 development costs taking the total approval to £826,000</p>
Forecasted full approval date (decision point 5):	July 2021
Forecasted completion date (decision point 6):	January 2023
Total scheme cost (£):	£15.805 million
Combined Authority funding (£):	£15.805 million
Total other public sector investment (£):	£0
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?

Yes – Transforming Cities Fund

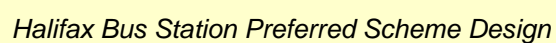
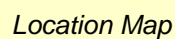
Current Assurance Process Activity:



Scheme Description:

This scheme aims to deliver a modern, fit for purpose bus station for Halifax to serve as a public transport gateway into the town centre and a key place of interchange between bus services for the residents of Calderdale. The redeveloped station will replace the existing station located north of Halifax town centre and deliver:

- A new fully enclosed level concourse facility including a customer information point, toilets, and retail.
- A modern building design that integrates well into the surrounding heritage assets.
- Enhanced points of entry and access for pedestrians and cyclists with better links to key destinations in Halifax town centre such as Wool Shops, the Piece Hall, Dean Clough, and new Trinity Sixth Form College.
- Separation of bus and passenger movements for improved health and safety of bus users.
- Re-design and build the main gateways into the bus station.
- An environmentally friendly bus station design which will incorporate energy efficiency, carbon reduction, and green features that complement the surrounding heritage and public realm, with inclusion of enabling works (electrical ducting) for the future introduction of charge points and electric buses. Specific actions include 'living' green roof, solar photovoltaic (PV) panels, smart control LED lighting and mechanical ventilation heat recovery (MVHR) carbon mitigation measures.
- Smoother integration between travel modes through enhanced cycle parking and better travel information with linkage with rail real time information.





Artist Visuals

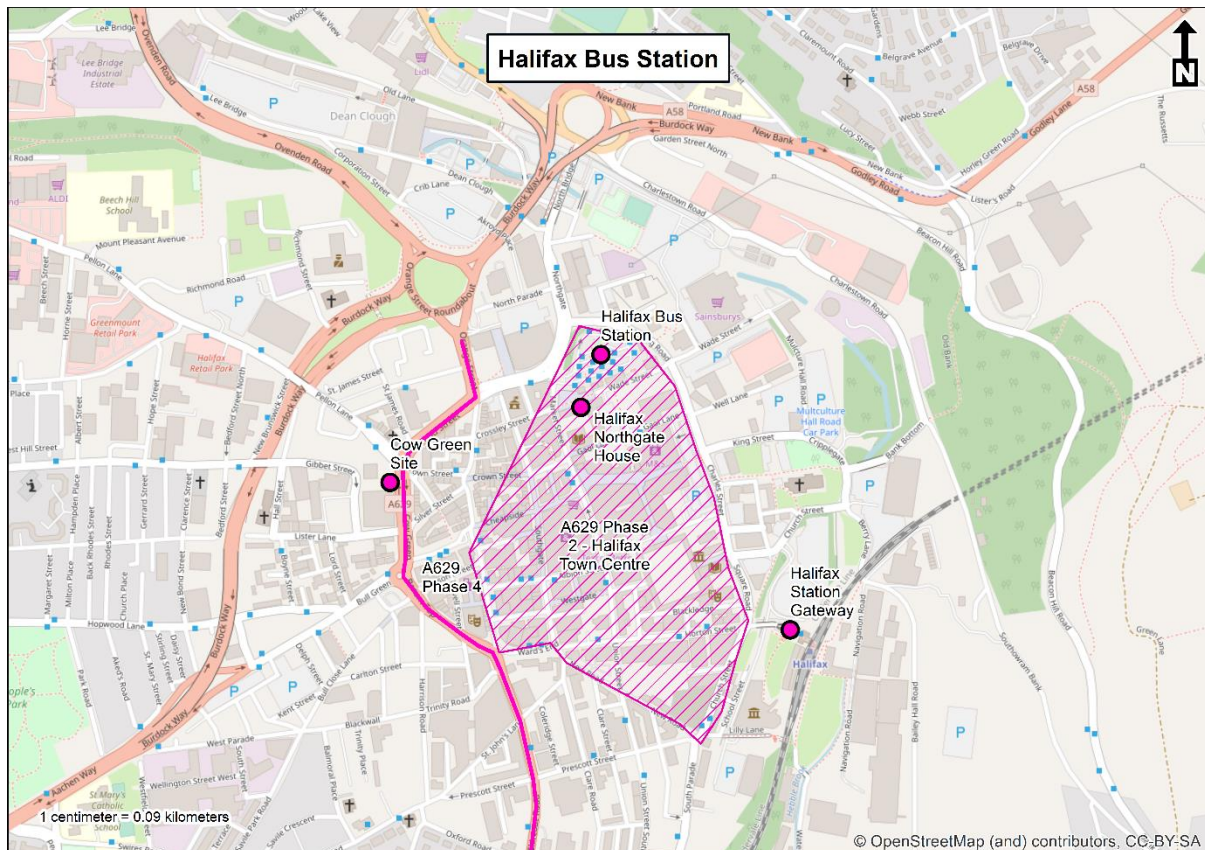
Business Case Summary:

Strategic Case	<p>The bus station scheme is to be the catalyst for growth within the town centre, helping to realise the aspirations of the Halifax Town Centre Delivery Plan, ambitions of the Leeds City Region Strategic Economic Plan, as well as being a key vehicle in delivering objectives of the Transforming Cities Fund.</p> <p>The scheme will also complement other investments in transport infrastructure such as the A629 Halifax to Huddersfield Corridor and Halifax Rail Station Gateway project, and regeneration schemes such as Northgate House.</p> <p>A redeveloped, modern station will address the key barriers to public transport travel as well as enhance multi modal connectivity (bus to rail, bus to bike), encouraging modal shift from the car to a low carbon emission and sustainable travel system, and supporting Inclusive Growth. Scheme delivery is to also include installation of ducting to enable implementation of charge points in the future and the operation of electric buses, providing support to ambitions of Clean Growth.</p>
Commercial Case	<p>Market uptake and demand for the scheme is supported by population growth forecasts for Calderdale which suggest a 12% increase over the next 20 years with parallel growth in employment throughout the district as key development sites come forward as part of the Calderdale Local Plan. Furthermore, accepting the possible short-term disruption caused by Covid19, demand for bus travel is anticipated to stabilise and grow in the long term.</p>

	<p>The scheme has considered several options for procurement with the likely route being Traditional with NEC3 conditions of contract. The scheme seeks to have a main contractor appointed by July 2021.</p>
Economic Case	<p>Optioneering sifted schemes against critical success factors such as accessibility, public safety, public security, bus to bus and bus to rail interchange, and A629 compatibility, with options testing assessing the journey quality benefits from the improved facilities at the bus station and time savings due to improved circulation of buses.</p> <p>Several sensitivity tests were carried out to gauge the robustness of the assessment, reflecting a core benefit cost ratio of 3.52:1, judging the scheme as High value for money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The total scheme cost estimate is £15.805 million, of which £15.4 million is to be funded through the Transforming Cities Fund (TCF) secured as part of the £317 million TCF award to the Combined Authority in March 2020. A £405,000 contribution from the West Yorkshire plus Transport Fund (WY+TF) has also been secured.</p> <p>The scheme cost estimate has been based on RIBA 3 Developed Design and includes suitable allowance for contingency, inflation, and risk costs informed by a Quantified Risk Assessment (QRA).</p>
Management Case	<p>As the asset owner, West Yorkshire Combined Authority are the scheme promoter and are leading on the overall project management of the scheme using experience from delivering successful bus station projects such as Castleford Bus Station.</p> <p>A core project delivery team and governance structure across the Combined Authority and delivery partner Calderdale Council is in place, including reporting lines into the Transforming Cities Portfolio Board.</p> <p>Construction commence is forecast for August 2021 with scheme opening in January 2023.</p>

Location map:

The following location map shows the location of the Halifax Bus Station 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/>