

## Section A: Package Summary

<b>Name of Package:</b>	Halifax, Walking Cycling and Bus Transformation Package - North Halifax Cycle Super Highways, Park Ward Streets for People, Bus Priority
<b>Location of Package:</b>	<b>Calderdale, North and Central Halifax</b>
<b>PMA Code:</b>	DFT-TCF-010
<b>Lead Organisation:</b>	Calderdale Metropolitan Borough Council (CMBC)
<b>Senior Responsible Officer:</b>	Steven Lee (CMBC)
<b>Lead Promoter Contact:</b>	Tom Jones (CMBC)
<b>Combined Authority Lead/ Programme Manager:</b>	Dave Haskins, West Yorkshire Combined Authority
<b>Case Officer:</b>	Alpha Thiam, West Yorkshire Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 3 (Clean Energy and Environmental Resilience) Priority 4 (Infrastructure for growth)
<b>Combined Authority approvals to date:</b>	Decision point 1 Approval – 9 September 2019
<b>Forecasted Completion Date</b>	This package is made of five individual schemes with different completion dates <ul style="list-style-type: none"> <li>• Halifax Bus Station - October 2022</li> <li>• Halifax Rail Station Gateway - March 2023 (TCF element) &amp; December 2024 (West Yorkshire plus Transport Fund (WY+TF) element)</li> <li>• North Halifax Active Travel - March 2023</li> <li>• Park Ward Streets for People - March 2023</li> <li>• West Halifax Bus Efficiency - March 2023</li> </ul>
<b>Total package Cost for the preferred way forward (£):</b>	£71.805 million
<b>WYCA Funding (£):</b>	Transforming Cities Fund - £53.9 million (high cost scenario) Local Transport Plan – Park Ward Streets for People - £1 million

	West Yorkshire plus Transport Fund - £16.5 million (for Halifax Station Gateway part of the package)
<b>Total other public sector investment (£):</b>	£405,000 match funding from CMBC
<b>Total other private sector investment (£):</b>	£0

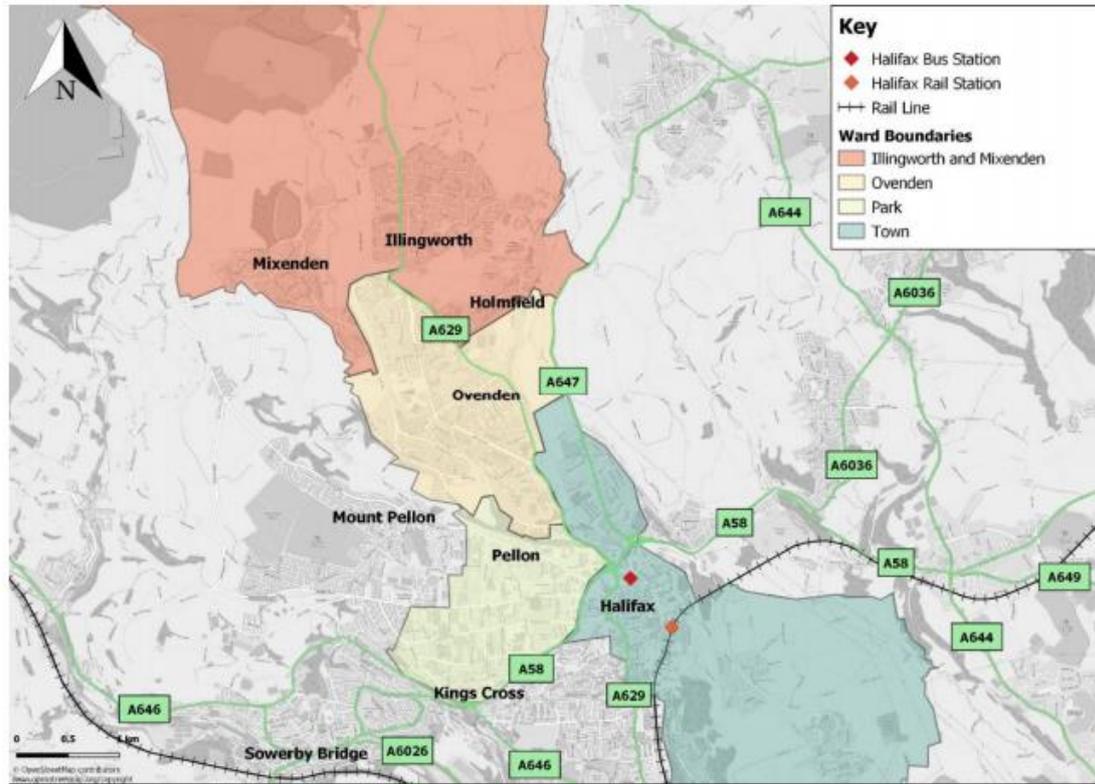
A.1	Package Description
	<p>The package is comprised of five interrelated schemes, which will improve transport facilities in and around Halifax, through individual schemes at Halifax Bus Station and Halifax Rail Station. It will also include active mode (cycling and walking) infrastructure and improvements to bus connectivity between the town centre and the north and north west of the town centre.</p> <p>The five schemes are at various stages of development and at various stages within the Combined Authority's assurance process. This strategic outline case brings together all five schemes as one package:</p> <ul style="list-style-type: none"> <li>• Halifax Bus Station - Full Business Case (FBC)</li> <li>• Halifax Rail Station Gateway -Outline Business Case (OBC)</li> <li>• North Halifax Active Travel – Strategic Outline Case (SOC)</li> <li>• Park Ward Streets for People - Strategic Outline Case (SOC)</li> <li>• West Halifax Bus Efficiency Strategic Outline Case (SOC)</li> </ul> <p>Halifax Rail Station is an important gateway situated between key destinations and employment sites, including the Nestlé plant. The rail station also performs a key role for visitors arriving in the town to visit attractions including the Piece Hall. The emerging production / film industry is also bringing high value jobs to Calderdale.</p> <p>Halifax Bus Station is located further north in the town centre and is a key hub for buses in Calderdale, with over 50 First services operating from the bus station. Interchange between the bus and rail stations, where passengers travel by bus to the town centre to access rail services to continue their journey and vice versa is poor due to a lack of facilities at the stations and routes between the two stations are disjointed, involving road crossings and other barriers.</p> <p>The primary issues and challenges relating to transport which this package seeks to address are:</p> <ul style="list-style-type: none"> <li>• Barriers caused by the A58 and A629 which impede access to the town centre from North Halifax and Park ward and surrounding communities.</li> <li>• Improve connectivity by public transport, cycling and walking between areas including North Halifax and Park Ward which have high levels of deprivation and unemployment, to provide better access to the town centre for employment, leisure and retail and onward travel to the wider City Region, t. Improve bus availability, reliability, journey times and connectivity in west Halifax and parts of north Halifax</li> <li>• Increase use of sustainable modes of travel to address poor access to Halifax Bus and Rail stations</li> <li>• Increase levels of walking and cycling within Halifax</li> <li>• Improve safety for all users at Halifax Bus and Rail stations</li> <li>• Modernise the bus station to improve facilities</li> <li>• Improve the attractiveness of streets and public spaces in Halifax</li> <li>• Enhance sustainable travel options (bus, rail, cycling and walking) to serve new housing and employment developments in north and west Halifax</li> </ul>

- Existing barriers to travel including poor multimodal interchange (for example passengers travelling by bus to the town centre to access rail services to complete their journey) poor information about services, facilities available for passengers to wait for services to arrive/depart and safety/accessibility issues

The package comprises of five interrelated schemes, which will improve transport facilities in and around Halifax addressing the challenges identified above. The schemes are at different stages of business case development, as outlined below. This Strategic Outline Case brings together all five schemes as one package.

- **Halifax Bus Station** (Full Business Case plus finalised costs) – The scheme will include creating a modern, fully accessible bus station which reduces barriers to travel and creates a better and safer waiting environment. The bus station design will incorporate energy and carbon saving features and will support smoother integration between different transport modes. The bus station will also have electric bus charging, cycle parking, electric bike charging and better travel information with links to rail real time information.
- **Halifax Rail Station Gateway** (Full Business Case) - The scheme will include creating a multi modal (bus, train, cycling and walking) transport interchange, a new footbridge between the rail station and the town centre, an underpass for walkers and cyclists beneath the station, in conjunction with an extension to the Hebble Trail for other cycling and walking routes and a revised car park layout including accessibility measures and electric vehicle charging.
- **North Halifax Active Travel** (Strategic Outline Case) - The scheme will create cycle links from the town centre towards Mixenden, Ovenden and Illingworth and create greater space for walking within residential areas of Ovenden and Holmfield.
- **Park Ward Streets for People** (Strategic Outline Case) - The scheme will include walking improvements to address barriers Park Ward residents' experience when accessing the town centre and community led improvements to public spaces within Park Ward.
- **West Halifax Bus Efficiency** (Strategic Outline Case) - The scheme will improve journey times for residents from areas of high deprivation, with bus priority measures at known hotspots which cause delays.

Figure 1 – Geographical Extent



## A.2 Business Case Summary

### Strategic Case

#### **Priority 1: Growing Business**

**Target:** The package of improvements will make the region more resilient. It will support the future plans for employment and housing growth across the district (through Calderdale’s Local Plan) and the associated increase in travel demand to the town centre by bus, rail and by active modes (cycling and walking) from nearby areas. With a more productive workforce, because of improved health outcomes, businesses can grow.

#### **Priority 2: Skilled People, Better Jobs**

**Targets include:** the improvements to walking and cycling infrastructure in addition to bus priority measures as part of the package will ensure that areas of deprivation to the north and west of Halifax are better connected to employment, education and training opportunities by sustainable modes. The bus and rail station also play a key role in connecting those Not in Employment, Education or Training (NEETs) to opportunities outside Halifax. Allowing for interchange between rail and bus services to link people to better, higher paid job opportunities, either within Calderdale, the wider City Region or to other nearby economic centres such as Manchester.

#### **Priority 3: Clean Energy and Environmental Resilience**

The package contributes to the Leeds City Region European Structural and Investment Fund (ESIF) Strategy around supporting a transformed transport network, which enables widening of access, delivering access to high quality natural and manmade public spaces Making efficient use of resources and transitioning to a low carbon economy.

#### **Priority 4: Infrastructure for Growth**

Within Halifax there are several housing and employment growth sites allocated as part of the Local Plan with additional larger sites to the north and south of the town centre including Boothtown, Ilingworth, Mixenden and Ovenden. This package will improve connectivity and

therefore access to the town centre for employment, retail and leisure and onward travel to destinations beyond Halifax from the bus and rail station, for residents in these areas.

### Economic Case

The interventions proposed in this Strategic Outline Case were derived from historical work from other scheme development, including Halifax Bus Station and Halifax Station Gateway and the Calderdale Local Cycling and Walking Infrastructure Plan, in addition to several smaller studies undertaken for the North Halifax Active Travel and West Halifax Bus Efficiency schemes. Together, these individual interventions formed the long list.

The respective long lists derived for the five schemes were subject to a sifting exercise through an approved Multi Criteria Assessment Toolkit (MCAT) to inform a final shortlisted package of interventions. Each intervention from the long lists was scored against the package objectives and Critical Success Factors (CSFs) (buildability and deliverability), scoring them on a seven-point scale from large disbenefit (-3) to large benefit (3).

In addition, there are also likely to be wider economic benefits, because of the package, related to productivity, air quality and social inclusion.

### Commercial Case

CMBC, supported by its technical partners, has significant experience in the development, design, construction, and management of both strategic highway improvements for bus priority and walking and cycling infrastructure in Calderdale. Similarly, the Combined Authority has a strong track record in delivering transport projects across West Yorkshire, along with excellent project management systems and skills. CMBC and the Combined Authority are well placed to deliver the facilities, and their commercial procurement and delivery on time and within budget.

It is anticipated that the Halifax Bus Station Transforming Cities Fund scheme will be amalgamated with the wider Halifax Bus Station scheme, currently being led by the Combined Authority, on approval of this SOC. Assuming this is achieved, the TCF proposals will then be included as part of the upcoming Full Business Case plus finalised costs where the preferred procurement option will be reported. The Halifax Rail Station Gateway Transforming Cities Fund scheme is proposed to be integrated into the wider procurement approaches of the Halifax Station Gateway project, currently being led by CMBC.

### Financial Case

CMBC are applying for full funding from the Department for Transport's (DFT) Transforming Cities Fund (TCF).

Costs for the Halifax Bus Station and Halifax Rail Station Gateway are those calculated as part of their respective business cases and are therefore unlikely to change.

Costs for the other three schemes will be updated at the next stage (OBC). The indicative costs for the shortlisted options are:

- Do-Minimum = £38,798,540
- Do-Something = £44,448,587
- Do-Maximum = £54,830,030

The Do-Minimum, Do-Something and Do-Maximum package options are all reliant on TCF funding.

Other funding streams include CMBC match funding for the Halifax Bus Station which has already been secured and spent whilst £10.6 million of funding for the Halifax Rail Station Gateway scheme is being sought from West Yorkshire plus Transport Fund, subject to a separate application to the Combined Authority. The remaining amount of funding is sought from TCF. The North Halifax Active Travel, Park Ward Streets for People and West Halifax Bus Efficiency schemes all rely on 100% TCF funding.

Taking the above into consideration, the Do-Maximum option has been approved through Transforming Cities Fund and Gain Share.

In a scenario post Strategic Outline Case (SOC) submission, where the funding allocation does not cover full costs, there will be a programme level re-prioritisation to identify which schemes will need to be de-scoped and if applicable, this will apply to this Halifax package.

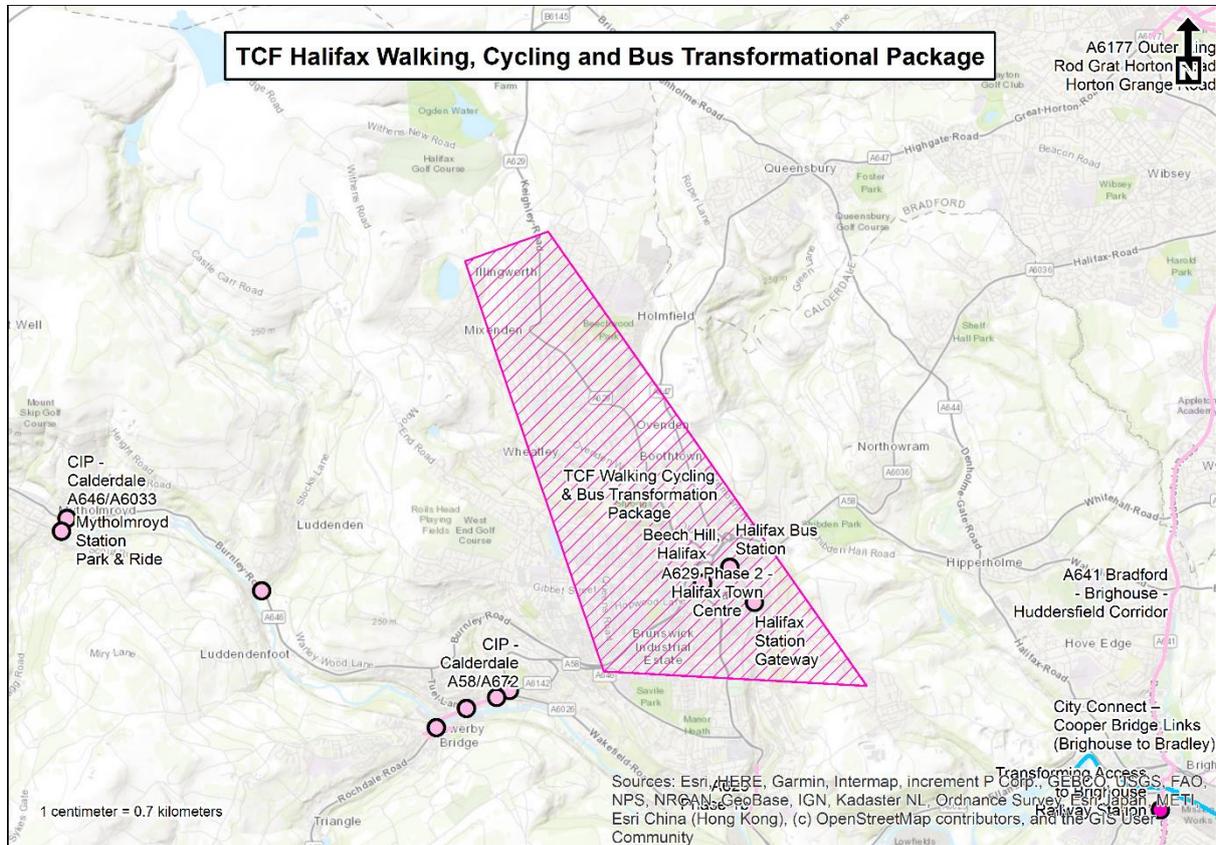
### Management Case

The Combined Authority will have overall responsibility and accountability for any TCF funding released by DfT. CMBC has the project management system, skills, and track record to be able to deliver the package successfully. They will be supported by an assigned Project Manager from the Combined Authority. CMBC has robust financial monitoring systems and procurement credentials as demonstrated by many years of delivering externally funded projects and including highway/transport schemes.

Whilst the five schemes that comprise the 'Halifax Walking, Cycling, Rail and Bus Transformation Package' have a relationship to one another, they are not interdependent and could be delivered individually. However, there are linkages and interdependencies between the individual schemes with other projects in the area including the A629 Phase 2 and Phase 4, A629 Corridor Improvement Plan (CIP) and Streets for People amongst others.

## Location Map

The following location map shows the location of the Halifax, Walking Cycling and Bus Transformation package:



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>