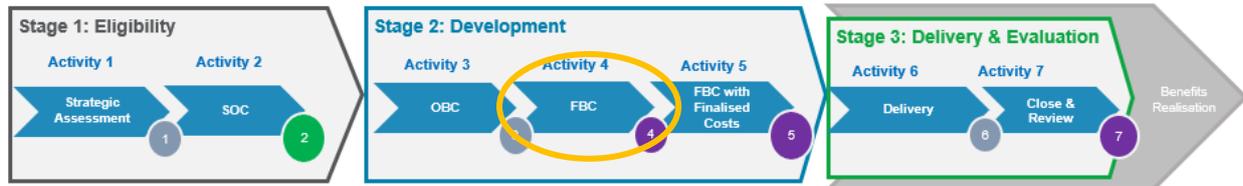


Section A: Scheme Summary

Name of scheme:	A629 Phase 2 Halifax Town Centre
PMA scheme code:	WYTFP4012
Lead organisation:	Calderdale Metropolitan Borough Council (CMBC)
Senior responsible officer:	Marc Cole, Calderdale Metropolitan Borough Council (CMBC)
Lead promoter contact:	Simon Liversage, Calderdale Metropolitan Borough Council (CMBC)
Case officer:	Asif Abed, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 – Infrastructure for Growth
Approvals to date:	Gateway 1 - Outline Business Case November 2015
Forecasted full approval date (decision point 5):	Western plus central corridor – February 2021 Eastern corridor – December 2021
Forecasted completion date (decision point 6):	May 2024
Total scheme cost (£):	£47.84 million
Combined Authority funding (£):	£47.84 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 – West Yorkshire plus Transport Fund (WY+TF) A629 Corridor Programme

Current Assurance Process Activity:



Scheme Description:

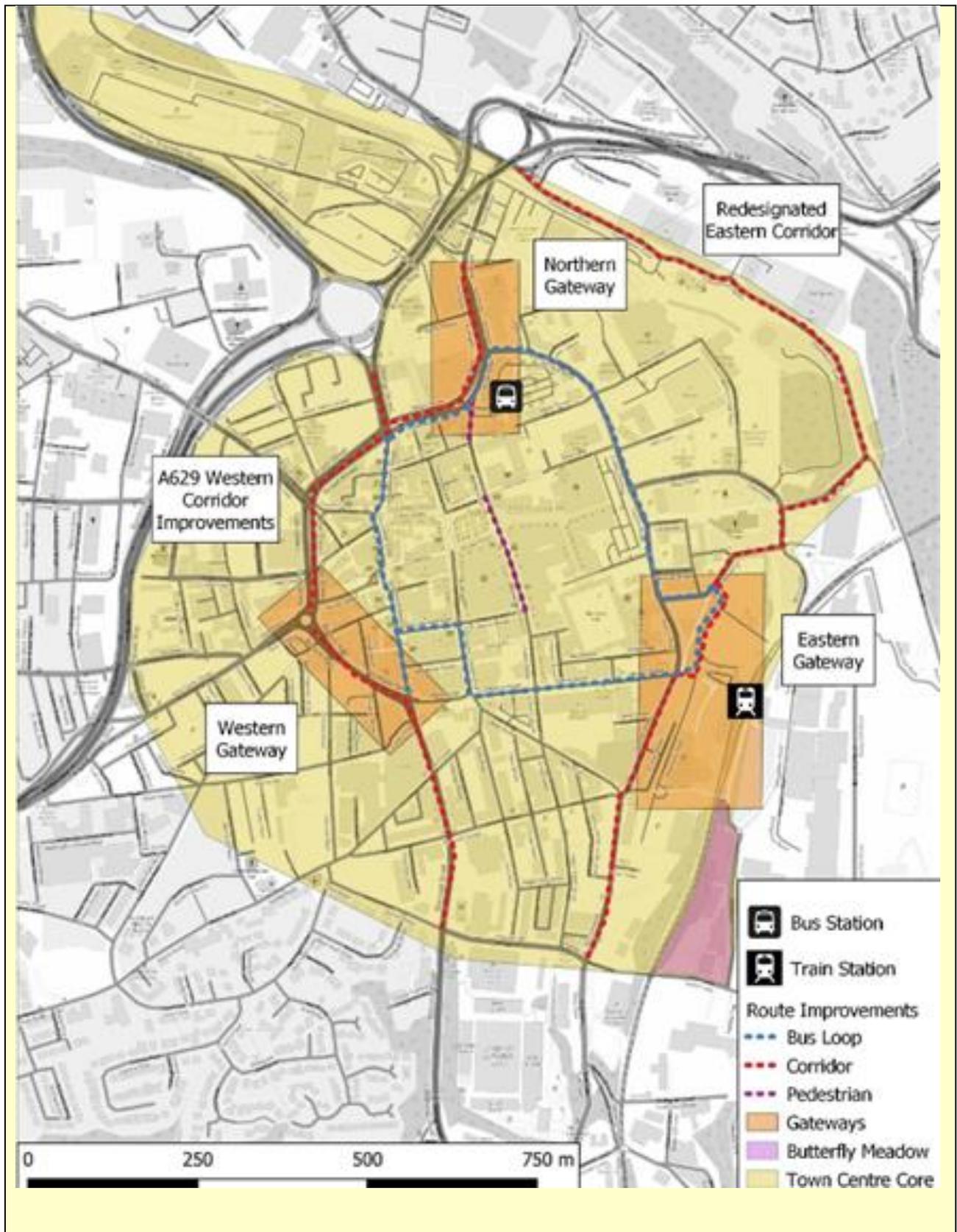
The A629 corridor programme incorporates a series of multi-modal transport (car, bus, walking, cycling) and accessibility infrastructure improvements between Halifax, Huddersfield, and the M62, to address barriers to economic growth and support ambitions of the Leeds City Region Strategic Economic Plan 2016-36 as well as local and regional transport policies and strategies. To support project delivery, the A629 corridor programme has been split into five phases:

- Phase 1a Jubilee Road to Shaw Hill
- Phase 1b Elland Wood Bottom to Salterhebble Hill
- Phase 2 Halifax Town Centre
- Phase 4 Ainley Top (M62 Junction 24) and wider strategic interventions
- Phase 5 Ainley Top into Huddersfield (Kirklees)

The Halifax Town Centre scheme is the second phase of the A629 corridor programme that links Halifax and Huddersfield. The A629 corridor programme has been jointly developed in partnership between Calderdale Metropolitan Borough Council (CMBC) and Kirklees Metropolitan Borough Council (KMBC) and will deliver a series of public transport and active travel (walking and cycling) interventions to improve connectivity and accessibility to and within the town centre.

Phase 2 will improve pedestrian and cycle access into and within the town centre by addressing barriers to movement, re-routing of traffic and pedestrianisation, and the creation of public spaces to enhance the area's attractiveness. A revised bus network will also be implemented around the town centre to provide greater coverage and more buses, better connecting the railway and bus stations.

The scheme will better accommodate the increase in footfall as a result of local developments such as the Piece Hall and Trinity Academy Sixth Form College, support an increase in cycling, provide greater bus coverage around the town centre (there will be a significant increase in bus services within the Eastern Gateway vicinity) resulting in an increase in bus users and better bus-rail interchange opportunities, and unlock sites for commercial development, increasing commercial property occupancy in the town centre.



Business Case Summary:

Strategic Case

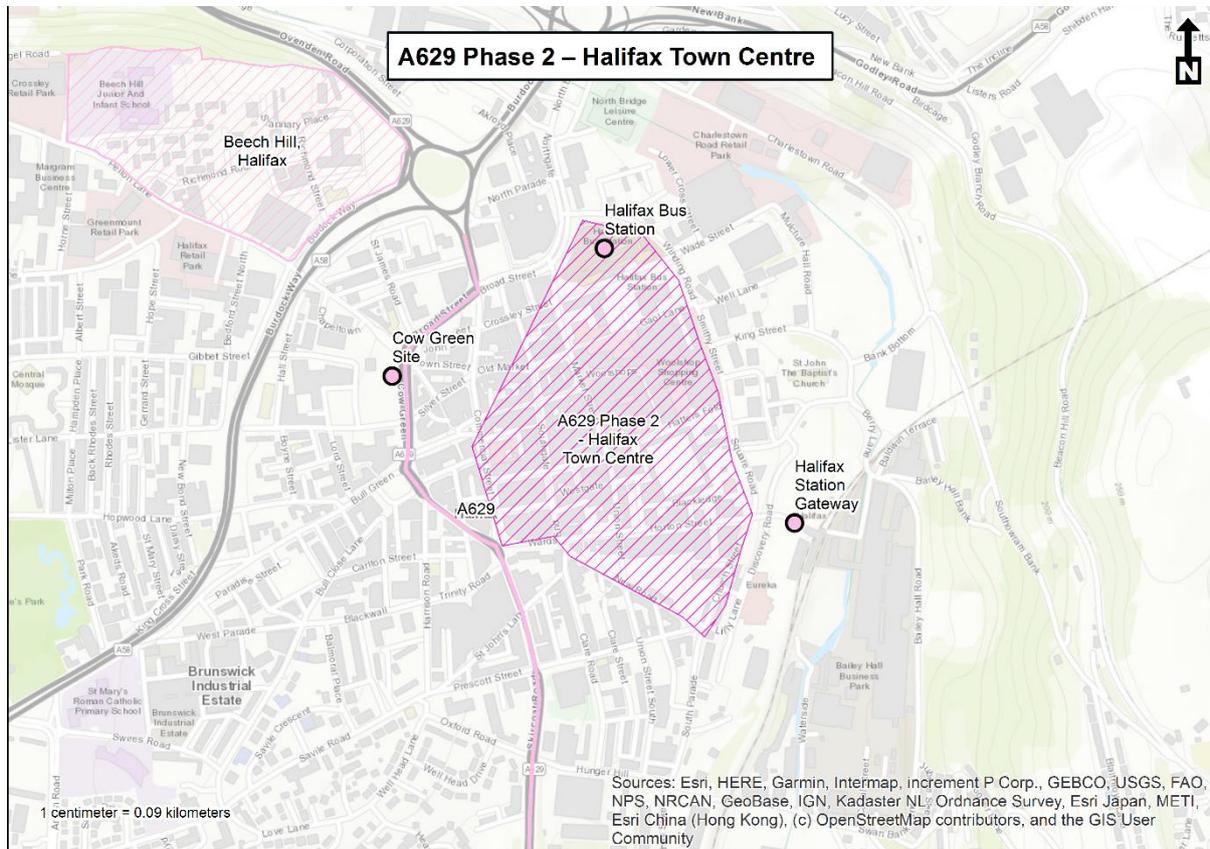
The vision for the A629 Phase 2 scheme is:

	<p><i>To capitalise on Halifax’s unique identity of placing people, business, connectivity, diversity, and heritage at the heart of its inclusive growth, to strengthen Halifax’ regional and national significance as a location for business, education, culture, and leisure.</i></p> <p>Through the interventions proposed, the scheme will encourage economic growth by reprioritising traffic movements and modes in and around the town centre, improving connectivity with bus-rail interchange opportunities at the Eastern Gateway.</p> <p>The scheme will provide an opportunity to support Calderdale Council’s 2024 vision and Local Plan to transform the town centre of Halifax, increasing its attractiveness for business investment and as a leisure destination, strengthening the town’s position within Calderdale, West Yorkshire and the City Region.</p> <p>The scheme supports the delivery of Leeds City Region Strategic Economic Plan 2016-36 as well as the Combined Authority’s drive to tackle the climate emergency with the installation of electric charge points in addition to the public transport and active travel (cycling and walking) interventions to encourage shift from the car use to cycling and walking.</p>
Commercial Case	<p>Calderdale’s population is expected to grow by 12% over the next 20 years, with a significant growth in jobs to accommodate this population growth. Improved connectivity and accessibility between housing, jobs and between businesses is therefore essential for this growth to be realised. An uptake in visitor footfall and people living, studying, and working in Halifax is expected, following the creation of public spaces, improved pedestrian and cycling provision, and enhanced public transport (bus, bus / rail interchange).</p> <p>The scheme intends to procure the main contractor off the YORcivils framework, using NEC3 Option C (pain/gain) contractual arrangements.</p> <p>The scheme secured planning approval in June 2020 and is now in the process of landowner engagement and negotiation to acquire parcels of land to deliver the Eastern corridor.</p>
Economic Case	<p>To reach the preferred option, assessment of the Long List and Short List included assessment against key critical success factors (CSF) such as affordability, deliverability (timescale / land requirement), placemaking, safety, network operation, active modes (walking and cycling), and environment. A holistic strategic fit stage was also included within the assessment.</p> <p>Appraisal has followed the Department for Transport’s (DfT) TAG guidance. A low and high growth sensitivity analysis has been undertaken to test for uncertainty in appraisal.</p> <p>The preferred option scheme demonstrates a core benefit cost ratio (BCR) of 1.30:1, judging the scheme as low value for money when assessed against the DfT’s value for money criteria. The VfM position should be considered in conjunction with the strategic drivers which reflects significant benefits to active travel (cycling, walking).</p>
Financial Case	<p>The A629 Phase 2 scheme is to be delivered through the £126.1 million, West Yorkshire plus Fund A629 programme.</p>

	<p>The scheme cost estimate of £47.84 million has been based on detailed design of the Western, Central, and Eastern corridors, and concept design of the Eastern Access Package. Costed risks and allowance for inflation have been accounted for in the scheme costs.</p>
Management Case	<p>The Major Projects team at CMBC is leading on the A629 Phase 2 scheme along with CMBC's wider West Yorkshire plus Transport Fund programme to ensure that its development and delivery is closely aligned with the wider portfolio.</p> <p>The Phase 2 programme anticipates delivering construction works in stages across the Western, Central and Eastern corridors, whilst also accounting for interdependencies in the works programme of other activity in the town centre such as the redeveloped Halifax Bus Station and the Halifax Rail Station Gateway. At present, the Phase 2 scheme is forecast for completion by May 2024.</p>

Location Map

The following location map shows the location of the A629 Phase 2 – Halifax Town Centre 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-regioninfrastructure-map/>