

## Scheme Summary

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| <b>Name of scheme:</b>                | <b>TCF Halifax Bus Station</b>  |
| <b>PMA scheme code:</b>               | WYTF-PA4-013  |
| <b>Lead organisation:</b>             | West Yorkshire Combined Authority   |
| <b>Applicable funding stream(s):</b>  | Transforming Cities Fund (TCF)  |
| <b>Approvals to date:</b>             | Decision Point 3: October 2019.<br>Decision Point 4: September 2020.  |
| <b>Forecasted full approval date:</b> | July 2021   |
| <b>Forecasted completion date:</b>    | July 2023   |
| <b>Total scheme cost:</b>             | £17.700 million   |
| <b>Combined Authority funding:</b>    | £17.700 million of which: <ul style="list-style-type: none"> <li>• £17.295 million TCF</li> <li>• £0.405 million WY+TF</li> </ul> |

### 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 people on foot and on bike 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 passengers.
- 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 environmentally friendly features that complement the surrounding heritage, 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.

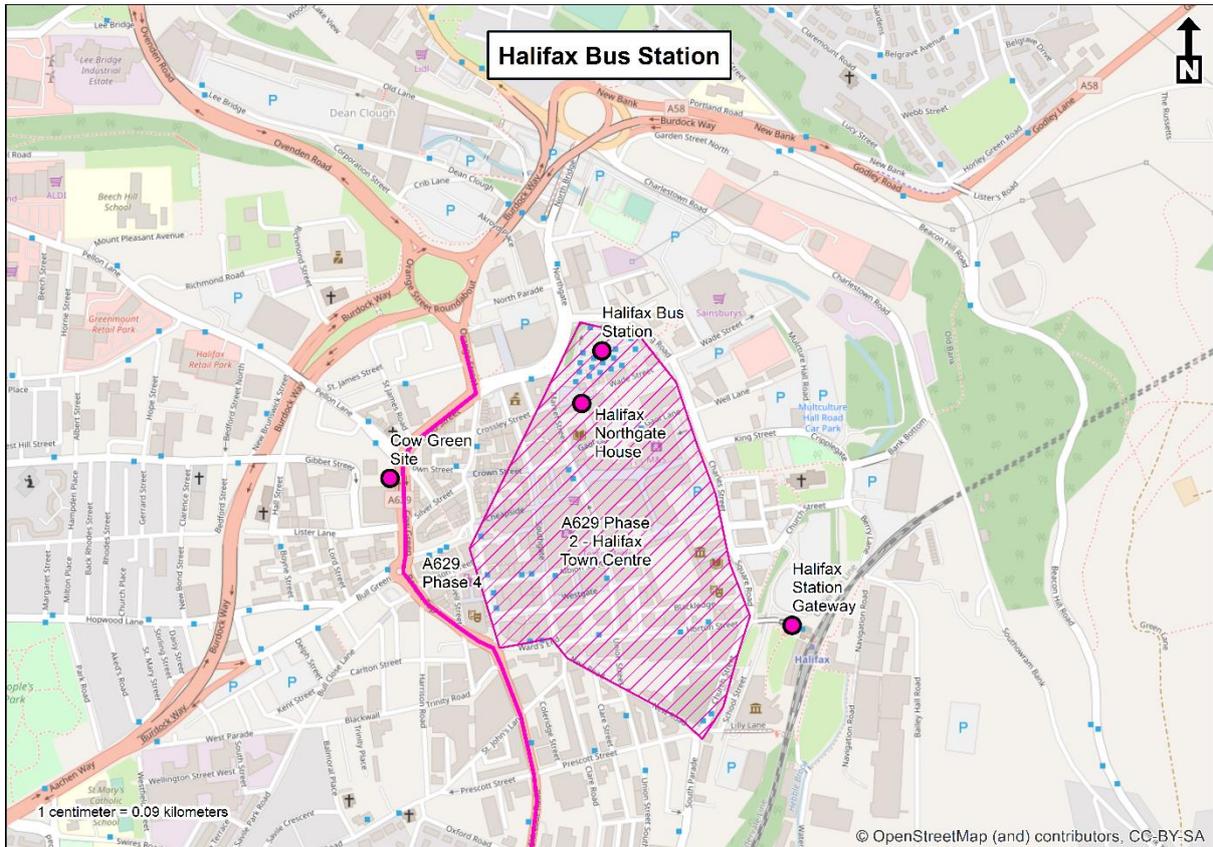
**Business Case Summary:**

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| <p><b>Strategic Case</b></p>  | <p>The bus station scheme will promote 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 Framework, as well as being a key participant 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 seek to remove barriers to public transport travel as well as enhance links between buses, rail and bike, encouraging more people to travel on bike or foot instead of private cars.</p> <p>The scheme supports delivery of the Leeds City Region's 'net carbon neutral target for transport by 2038' by delivering an energy efficient, modern bus station, improving its operational efficiency and environmental performance through design features such as installation of heat pumps, the provision of Photo-Voltaic panels (for energy generation), and a green roof, which will also deliver biodiversity benefits.</p> <p>Scheme delivery is to also include installation of ducting which will enable implementation of Electric Vehicle charge points for the future operation of electric buses, further supporting ambitions of Clean Growth.</p> |
| <p><b>Commercial Case</b></p> | <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.</p> <p>The scheme considered several options for procurement. Wilmott Dixon (WD) were procured through a framework to deliver RIBA stages 5-7. Through a Pre-Contract Services Agreement (PCSA) they have also provided Early Contractor Involvement (ECI) at RIBA Stage 4 alongside AECOM design works (including evaluation of AECOM's Stage 3 Cost Plan). The Design Freeze was reached in March 2021 and WD has now submitted the Guaranteed Maximum Price (GMP) to inform the final cost for insertion into the NEC3 Option A Contract (Priced Contract with Activity Schedule) to be entered into by the Combined Authority and WD.</p>   |
| <p><b>Economic Case</b></p>   | <p>To deliver the scheme objective a competitive tender exercise was undertaken which considered critical success factors such as accessibility, public safety, public security, interchange between bus and rail, and compatibility with A629 Halifax to Huddersfield Corridor scheme, which outlined improved facilities at the bus station and time savings due to improved movements of buses.</p>   |

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|                        | The core Benefit Cost Ratio (BCR) for the preferred option to deliver this scheme is 2.76:1, which represents a high value for money.   |
| <b>Financial Case</b>  | The final scheme cost is £17.700 million, of which £17.295 million is to be funded through the Transforming Cities Fund (TCF), with a £0.405 contribution from the West Yorkshire plus Transport Fund (WY+TF). The scheme cost includes suitable allowance for contingency, risk, and inflation.  |
| <b>Management Case</b> | <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 is set to commence in September 2021 with Practical Completion projected for July 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/>