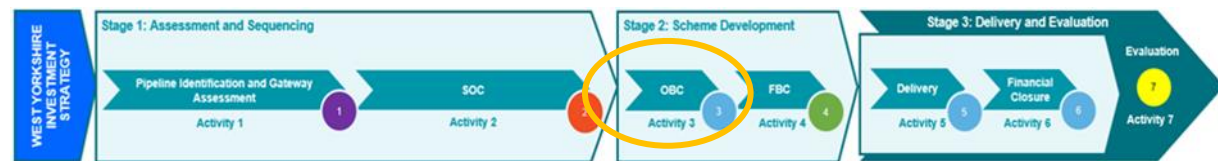


Section A: Scheme Summary

Name of scheme:	North Halifax Improved Streets for People
PMA scheme code:	DFT-TCF-010.5
Lead organisation:	Calderdale Council
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund
Growth Fund Priority Area (if applicable):	Priority area 4 'Infrastructure for Growth' Priority area 3 'Clean Energy & Environmental Resilience'
Approvals to date:	<p>In November 2020 the Combined Authority approved the Halifax, Walking Cycling and Bus Transformation Package, at Decision Point 2.</p> <p>This package comprises of five individual schemes: Halifax Bus Station, Halifax Rail Station Gateway, North Halifax Active Travel, Park Ward Streets for People, West Halifax Bus Efficiency.</p> <p>The North Halifax Improved Streets for People scheme comprises the North Halifax Active Travel scheme.</p> <p>£630,000 development funding has been approved to date at Decision Point 1 (£60,000, October 2019), by Investment Committee (£130,000, June 2020) and by the Combined Authority's Managing Director (£420,000, March 2021).</p> <p>Indicative approval to total scheme costs of £8 million, to be funded through Department for Transport Transforming Cities Fund. This represents the TCF High Scenario.</p>
Forecasted full approval date:	October 2022
Forecasted completion date:	August 2023
Total scheme cost (£):	£10,958,000
Combined Authority funding (£):	£10,958,000 Transforming Cities Fund (Tranche 2)
Total other public sector investment (£):	N/A
Total other private sector investment (£):	N/A

Is this a standalone project?	No (previously part of the wider Halifax Walking, Cycling & Bus Transformation Package).
Is this a programme?	No
Is this project part of an agreed programme?	Yes, Transforming Cities Fund

Current Assurance Process Activity:



Scheme Description:

Halifax is a large market town within the Calderdale district in West Yorkshire. The town is connected to the major hubs of Bradford, Huddersfield, Leeds and Manchester by road and rail, representing a growing and increasingly important part of the Leeds City Region (LCR).

The North Halifax Improved Streets for People scheme is part of the wider Halifax Walking, Cycling and Bus Transformation Package.

The project aims to improve the local area and provide improved access to Halifax town centre for one of the most disadvantaged communities in Calderdale – north Halifax. The project comprises a series of prioritised walking and cycling improvements including 4km of new segregated cycleway and walking route improvements, and traffic calming measures to link the communities of north Halifax to employment, retail and leisure opportunities in the town centre. These activities will be complemented by planting, lighting, artwork and street furniture. These measures will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers and visitors to reach the town centre from north Halifax, and lead to an increase in the proportion of journeys made by walking and cycling, reducing reliance on private vehicles and improving residents' health.

Business Case Summary:

Strategic Case

The North Halifax Improved Streets for People scheme will be funded through the Transforming Cities Fund (TCF).

Calderdale is amongst the 30% most deprived Local Authority areas in the country, and five areas in north Halifax are in the top 10% most disadvantaged nationally. More than a quarter of people in the Ovenden ward in north Halifax, and a fifth of people in the Illingworth & Mixenden ward live in poverty.

Unemployment in north Halifax is higher than the Calderdale and West Yorkshire average, and 39% of households have no access to a car or van within north Halifax. Low car ownership level, combined with limited public transport services, and unappealing walking environments exacerbate inequality and poor health. Life expectancy in the Ovenden ward in north Halifax is significantly lower than for Calderdale.

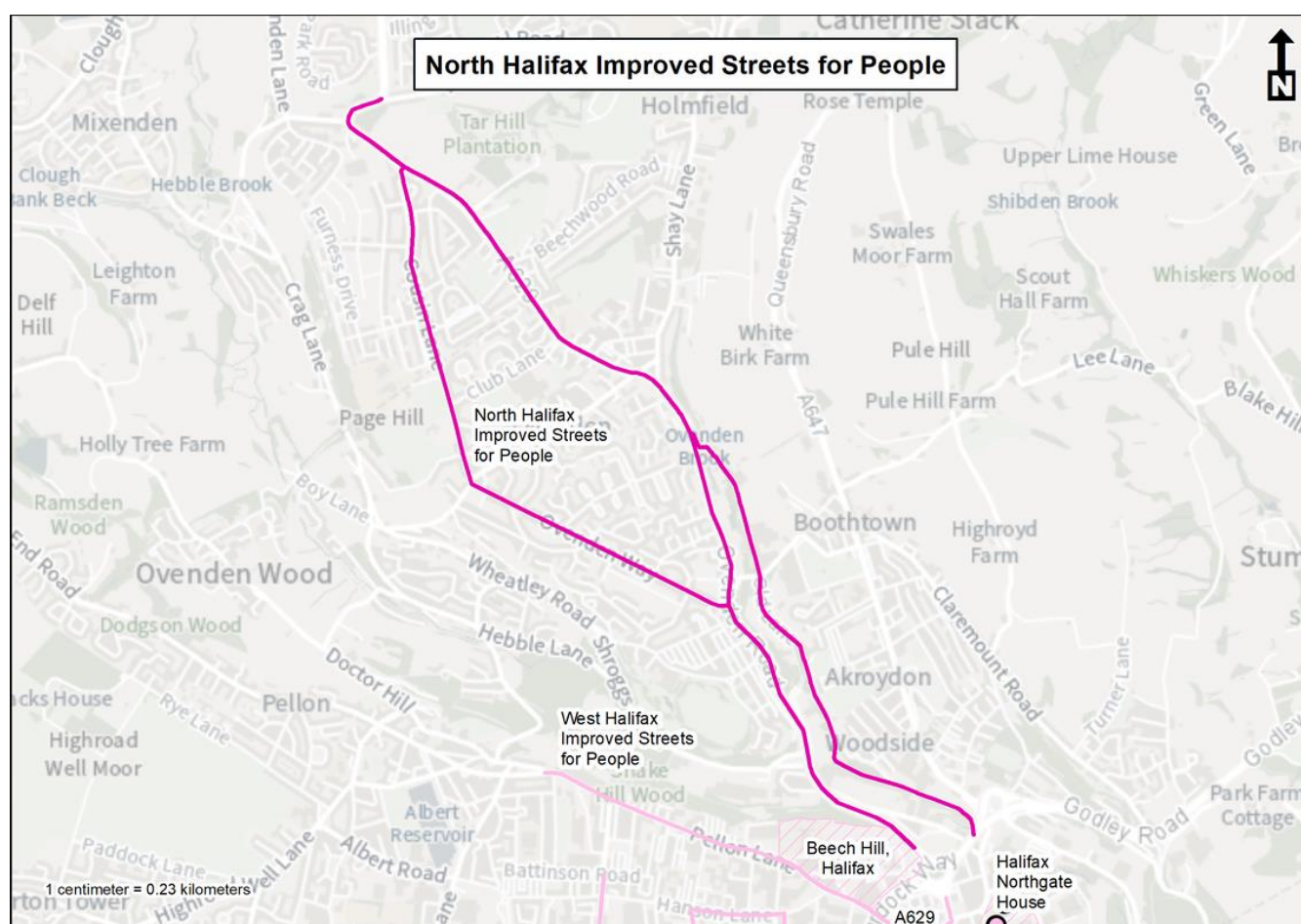
	<p>Although car ownership is lower in north Halifax, there are areas where parked vehicles and footpaths combine to create barriers to walking and cycling. This, combined with obstructions and limited footpath widths, restricts pedestrians, pushchair and wheelchair users passing each other safely in several areas.</p> <p>The A629(N) is the principal road through north Halifax, linking Halifax to Keighley in the north. High traffic levels on the A629 (N) and dominance of motor traffic contributes to an unwelcoming environment for walking and cycling and there are perceived and real safety concerns for them. There is minimal cycling infrastructure in north Halifax.</p> <p>In 2020, transport accounted for the largest share of total carbon emissions in West Yorkshire, and in 2017 approximately 38% of annual CO2 emissions within Calderdale were transport related.</p> <p>Improving health outcomes and reducing health inequalities are key elements of achieving inclusive growth. The north Halifax scheme will provide new and improved infrastructure and will enable people in north Halifax to cycle and walk more often.</p> <p>The scheme meets Calderdale Transport Strategy objectives by “enhancing the environment and people’s quality of life” and “creating safe and welcoming residential neighbourhoods, where walking and cycling are the main modes for local trips and where children can play in the street”. The scheme also supports the Calderdale Cycling Strategy aspiration for a comprehensive cycling network, which includes a commitment to a cycle route between Halifax town centre and north Halifax.</p> <p>The scheme has links to other activities being delivered, or developed, within Halifax and Halifax town centre. This includes the West Halifax Improved Streets for People scheme, Halifax rail station and bus station developments, the A629 town centre corridors and the A629 (N) Corridor Improvement Plan Phase 2 scheme.</p> <p>The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to “deliver 21st century transport infrastructure” by improving cycling and pedestrian infrastructure in north Halifax, and “enable inclusive growth” by providing inclusive infrastructure, accessible for all social groups. The scheme will also contribute to “tackle the climate emergency” by increasing trips by sustainable modes (cycling and walking) and cutting carbon emissions.</p> <p>Two rounds of public consultation have been completed in north Halifax on the local issues and scheme objectives, and on the concept level designs. A third round of consultation, on feasibility designs, will take place in November 2021.</p>
Commercial Case	<p>Approximately 23% of all journeys to work by people living in Calderdale are less than 5km, of which 55% are made by car or van, 21.5% are made on foot, and only 1.2% are made by bicycle. This demonstrates the potential for a significant proportion of car trips transferring to trips made using active modes. Walking and cycling provide an inexpensive means of accessing jobs and services without incurring the cost of owning a car.</p> <p>Procurement for a development partner for full business case support and design is being undertaken as part of a framework being set up by the Combined Authority.</p>

	<p>The current preferred procurement option for scheme construction is a traditional route, using the YORCivil2 framework agreement put in place on behalf of YORhub. The YORCivil2 framework is a well-known framework to Calderdale Council, and one where good working relationships have already been developed. Procurement will be undertaken in accordance with all relevant procurement policies, strategies and legislation.</p> <p>Most of the scheme proposals do not require any specific permissions, although there are elements of the design that will not qualify for Permitted Development Rights, on account of occurring on land outside of the ownership of the Highway Authority.</p> <p>Calderdale Council will be seeking new or amended Traffic Regulations Orders to facilitate the scheme proposals, these Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.</p>
Economic Case	<p>The scheme aims to promote more local journeys on foot within north Halifax and from north Halifax to the town centre.</p> <p>The benefit cost ratio (BCR) for the core scenario of the preferred scheme is 1.81, which represents an initial 'medium' value for money (VfM) position.</p>
Financial Case	<p>The total scheme cost estimate, at outline business case stage, is £10,958,000.</p> <p>The scheme cost includes allowance for project development, design fees, indirect construction costs, traffic management, utilities, risk, contingency and inflation.</p> <p>The final target cost estimate will be set out in the full business case.</p> <p>The scheme has an indicative allocation of £8,000,000, to be funded from the Department for Transport's Transforming Cities Fund, and a further request is made for £2,958,000 also to be funded from the Department for Transport's Transforming Cities Fund.</p> <p>The additional scheme costs, compared to the scheme costs at decision point 2, are due to a requirement to include Combined Authority costs associated with delivering the scheme, significant increase in general construction market costs in 2021 compared to 2020 when the previous estimates were undertaken; allowing a greater allowance for risk, contingency, preliminaries and traffic management estimates, and ensuring the updated design proposals align with the higher standards required by Department for Transport, and addressing feedback from public consultation support for greater more improvements to the local area e.g. planting, lighting artwork.</p>
Management Case	<p>A robust project management framework and governance structure is in place to manage the scheme through to construction.</p> <p>The scheme will be delivered by Calderdale Council, who have in-house capabilities, supported by a design and construction supply chain, with the required project management systems, skills and track record to be able to deliver this project successfully.</p> <p>Scheme risks will be managed through a costed Risk Register and Change Management process. The quantified risk assessment will be updated as</p>

	<p>risks are updated through the full business case and during construction by a qualified Quantity Surveyor and Risk Assessor.</p> <p>The scheme forecasts a construction commence date of November 2022, with Practical Completion by August 2023.</p> <p>An early draft monitoring and evaluation plan has been produced, to monitor and record scheme benefits and outcomes, this will align with the programme level monitoring & evaluation plan led by the Combined Authority.</p>
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Location Map

The following map shows the location of the North Halifax Improved Streets for People 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-theeconomy/leeds-city-region-infrastructure-map>