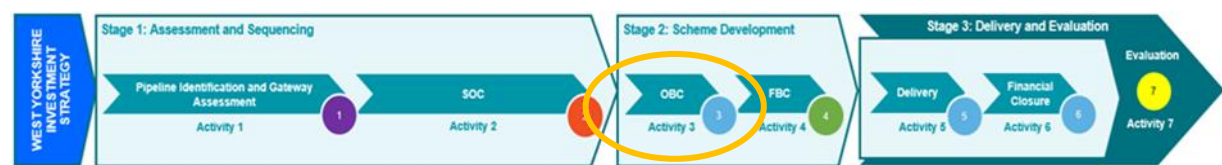


Section A: Scheme Summary

Name of scheme:	West Halifax Improved Streets for People
PMA scheme code:	DFT-TCF-010.4
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 comprised 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 West Halifax Improved Streets for People scheme comprises the Park Ward Streets for People and West Halifax Bus Efficiency schemes.</p> <p>In June 2020 the Investment Committee approved development costs of £552,000.</p> <p>Indicative total scheme costs of £9.16 million to be funded through £8 million Transforming Cities Fund and £1 million from the Integrated Transport Block (Streets for People demonstration project).</p>
Forecasted full approval date:	October 2022
Forecasted completion date:	September 2023
Total scheme cost (£):	£9,240,000
Combined Authority funding (£):	<p>£8,240,000 Transforming Cities Fund</p> <p>£1,000,000 Integrated Transport Block, Streets for People Demonstration project), full approved by the Combined Authority's Investment Committee, November 2019</p>
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 and 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:

The West Halifax Improved Streets for People scheme aims to support local residents in the Park ward area, one of the most disadvantaged communities in Calderdale, to access jobs, education, training and services in Halifax and the wider city-region, through investment in public transport, cycling and walking infrastructure.

The scheme will introduce a series of priority measures at junctions to improve the efficiency of bus operations on key routes, reduce delay and improve journey times and reliability for public transport users. The scheme will also deliver improvements to the local area through traffic calming, one-way systems, formalisation of car parking and footpath resurfacing to promote more local journeys on foot and reduce reliance on private cars. Additionally providing pocket parks, plants and street furniture to make the local area greener and more attractive.

The scheme will create more attractive and high-quality transport links for the residents of Park Ward and West Halifax that provide access to employment, education and training within Halifax town centre and the wider Leeds City Region. This will not only improve social equality and deprivation, but also encourage cycling and walking, required to reach net zero aspirations for the region.

Business Case Summary:

Strategic Case

The West Halifax Improved Streets for People scheme will be funded through the Transport's Transforming Cities Fund (TCF), which received Department for Transport's approval in March 2020; and funding approved by the Combined Authority's Investment Committee from the Integrated Transport Block (Streets for People demonstration project).

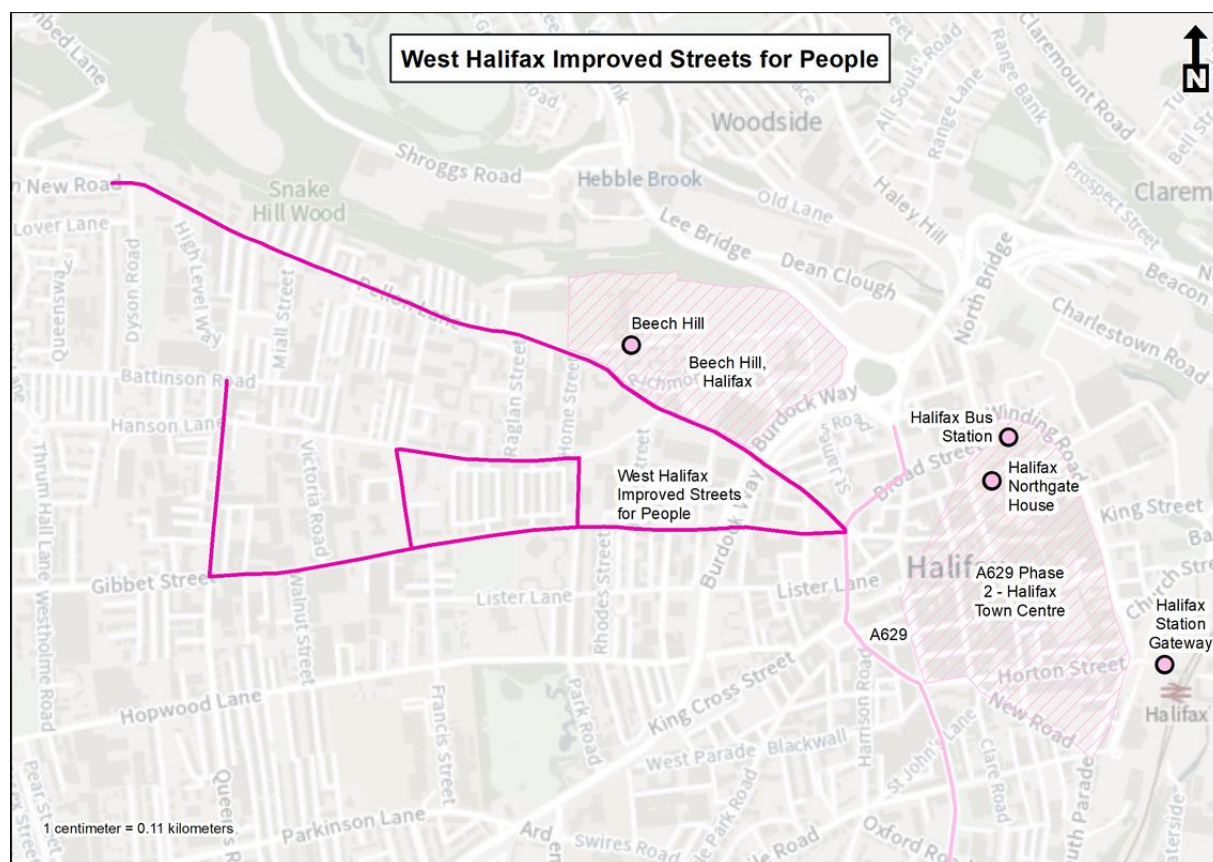
Bringing together the objectives of these two funding streams represents an opportunity to include some of the most deprived communities within Calderdale in the economic growth happening at a regional level while dealing with several local issues relating to the dominance of traffic and a poor environment for walking and cycling. Park Ward and West Halifax

	<p>fall within the most deprived 20% of areas nationally. The area does not encourage walking and cycling; cars dominate; there are car parking problems; road safety issues and poor local resident health, together with lower life expectancy than the Calderdale and national average.</p> <p>The scheme aims to reduce the general traffic dominance between West Halifax and the town centre, increase space for walking and cycling, linked to improved accessibility to rail and bus services. This 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 West Halifax. An improved bus service and improved walking and cycling links will enhance access to employment opportunities and education in the town centre and beyond.</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 Park Ward and West 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 through the delivery of improved walking routes and green space. Park Ward is a high priority area for walking improvements within the Calderdale Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>Two cycles of public consultation have been completed in West 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 by cycle or on foot. Walking and cycling provide an inexpensive way to access jobs and services without incurring the cost of owning a car.</p> <p>Calderdale’s population is expected to grow from 220,200 in 2020, to 241,100 in 2033. The existing situation across West Halifax presents high and challenging levels of parking and congestion, that suggest if population growth occurs as predicted, the road network would struggle to accommodate the additional number of cars if current trends of ownership continue. It is therefore vital that the public transport offer, alongside the pedestrian and cycle infrastructure is improved and considered an attractive way to travel for the future population.</p> <p>The procurement for the development partner for full business case support and design is being undertaken as part of a mini 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>

Economic Case	<p>The benefit cost ratio (BCR) for the core scenario of the preferred scheme is 1.37, which represents an initial 'Low' value for money (VfM) position.</p> <p>For the most part, the scheme generates Medium or High VfM (6 out of the 10 scenarios) across the various sensitivity tests, suggesting that it is more than likely that the scheme demonstrates higher VfM than the core scenario suggests.</p> <p>Considering the sensitivity test results and given additional modelling work to be undertaken at the next stage to better capture the scheme's benefits, it is likely that the scheme's value for money will fall into the medium category.</p>
Financial Case	<p>The total scheme cost estimate, at outline business case stage, is £9,240,000.</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 is to be funded through £8,240,000 from the Transforming Cities Fund, and £1,000,000 from the Integrated Transport Block (Streets for People demonstration project).</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, which has 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 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 September 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 and evaluation plan led by the Combined Authority.</p>

Location Map

The following map shows the location of the West 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>