

**Tel No:** 0113 251 7220

**Our Ref:** ASS/FOI:359

28 April 2016

**BY EMAIL**

Mr M Bradley  
(request-325539-56cecb85@whatdotheyknow.com)



Dear Mr Bradley

**FREEDOM OF INFORMATION ENQUIRY : HALIFAX STATION IMPROVEMENTS PROJECT BRIEF**

Thank you for your email dated 31 March 2016 requesting the following information:

"I would like to request a copy of the 'Halifax Station Improvements Project Brief (2014)' as outlined within the Halifax Town Centre Bus Accessibility Study Brief."

This request is being handled under the Freedom of Information Act 2000 ("Act"). I can confirm that West Yorkshire Combined Authority ("WYCA") does hold information covered by your request.

I enclose a copy of the project brief titled "Halifax Station (incorporating station access improvements proposed under the WY + TF A629 Halifax to Huddersfield scheme and Halifax Station Gateway) dated 3 December 2014.

Personal names have been redacted from the enclosed document because WYCA considers that such information is exempt from disclosure under Section 40(2) of the Act. The information constitutes personal data within the definition of "data" in Section 1 (1) Data Protection Act 1998 and the disclosure of that information would contravene the first data protection principle. The first data protection principle states that personal data shall be processed fairly and lawfully. In considering whether it is fair to disclose such information, WYCA has considered the principles of transparency and accountability and any legitimate interests in the public having access to the personal information, but considers that this personal information would not add to the information disclosed by this letter. Further, such disclosure would not be within the reasonable expectations of those individuals and would have an intrusive effect on the individuals concerned.

/Continued .....

Mr M Bradley  
28 April 2016

I trust the above is to your satisfaction. However, if you are dissatisfied with the handling of your request, you have the right to ask for an internal review. Internal review requests should be submitted within two months of the date of receipt of the response to your original letter and should be addressed to me.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire  
SK9 5AF

**Telephone:** 0303 123 1113 / 01625 545745

**Website:** [www.ico.gov.uk](http://www.ico.gov.uk)

For your information, there is no charge for making an appeal.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'A Shearon', with a horizontal line underneath.

**A Shearon**  
**Information Officer**

Enc

## Project Brief

**Project Name:** Halifax Station  
(incorporating station access improvements proposed under the WY+TF A629 Halifax to Huddersfield scheme and Halifax Station Gateway)

**Date:** 3 December 2014 **Release:** Revised draft

**Author:** [Redacted] Interim Programme Manager  
(Calderdale WY+TF Schemes)

**Project Executive:** [Redacted] Project Executive  
(A629 Town Centre & Station Gateway)

**Client:** Calderdale Council WY+TF Programme Board and WYCA

**Document Number:** 1.1

Note: This document is only valid on the day it was printed

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### Revision History

Revision Date	Previous Revision Date	Summary of Changes	Date of next revision:	Changes Marked
27 Oct 2014	n/a	Draft		n/a
3 Dec 2014	27/10/2014	Revised draft		No

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### Approvals

This document requires the following approvals. A signed copy should be placed in the project files.

Name	Signature	Title	Date of Issue	Version
[Redacted]	[Redacted]	Project Executive (A629 Town Centre & Station Gateway)	3 Dec 2014	v1.1
[Redacted]	[Redacted]	Head of Service, Planning & Highways	27 Oct 2014	v1.0

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### Distribution

This document has been distributed to:

Name	Title	Date of Issue	Version
[Redacted]	WYCA Project Manager	27 Oct 2014	v1.0
[Redacted]	WYCA Project Manager	3 Dec 2014	v1.1

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## Overview

**Purpose** A Project Brief is used to provide a full and firm foundation for the initiation of the project and is created in the Starting up a Project process.

In the Initiating a Project process, the contents of the Project Brief are extended and refined in the Project Initiation Documentation, after which the Project Brief is no longer maintained.

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## Project Definition

Established under the Government's Local Growth Deal and worth £1 billion over 20 years, the West Yorkshire Plus Transport Fund (WY+TF) comprises a programme of transport interventions that seek to support economic growth in the districts of Bradford, Calderdale, Kirklees, Leeds, Wakefield and York.

Improvements to Halifax Station and its accessibility are proposed as part of two related schemes to be delivered under the WY+TF:

- **A629 Halifax to Huddersfield Improvements (Phase 2a)** – involving station access improvements in the town centre, delivered as part of a wider strategy of interventions along the A629 corridor as a whole; and
- **Halifax Station Gateway** – involving improvements to the station itself.

Collectively, both schemes seek to improve the appeal and uptake of rail for journeys to and from Halifax, attracting new journeys to the rail network and encouraging those making existing journeys to switch mode from car to train. The creation of a more attractive 'gateway' between rail services and the town, together with resulting reductions in highway congestion, will facilitate the realisation of Calderdale's economic growth ambitions, making Halifax and the wider District a more attractive place in which to invest, work and visit.

Improvements as part of both schemes are complementary to other WY+TF measures being pursued in Halifax town centre. Collectively, these will see reduced journey times, upgraded public transport infrastructure, enhanced orbital highway routes, embellished public realm, access to new development land and upgrade to the bus and rail stations.

Furthermore, interventions at Halifax Station will contribute to wider incremental improvements on the Calder Valley line also planned for delivery under the WY+TF, which themselves build upon improvements being delivered by Network Rail through the Northern Hub and CP5 obligations.

The overall purpose of the Calder Valley line WY+TF project is to support the realisation of sustainable economic growth in centres along the line by improving rail connectivity. When considered alongside improvements proposed at Halifax Station, the collective schemes offer significant scope to increase passenger numbers at Halifax in the short to medium term.

Calderdale Council is seeking to work collaboratively with the West Yorkshire Combined Authority (WYCA), Network Rail and other stakeholders to see proposals at Halifax Station come to fruition. Furthermore, it will also be necessary to work with Rail North and the Department for Transport (DfT) through the franchising process in order to make appropriate provision for changes in the station's operation and lease area, as is likely to become necessary during the lifetime of the next Northern franchise.

## Background

Halifax town centre has been the recipient of several smaller urban regeneration initiatives during recent decades. However, an inability to invest in appropriate major works means that the current rail station and surrounding public realm infrastructure has been unable to keep pace with population and

economic growth. This has resulted in the rail station failing to provide the sort of positive gateway to Halifax that is typically expected for a town of its size; the inability of the current environment and facilities to meet passenger needs being further exacerbated by the station's geographic severance from the rest of the town centre.

Without intervention, wider aspirations to attract greater economic investment into Calderdale and encourage more people to use public transport will be compromised, worsening highway congestion and stifling future economic growth potential.

### Halifax Town Centre Delivery Plan

Calderdale Council recently commissioned an external team of advisers to work up a sustainable Delivery Plan for Halifax town centre. Building on the various successes achieved to date (including committed funding for regeneration of the Piece Hall and development of a new central library), the Delivery Plan identifies a series of spatial, economic, social and cultural ambitions for realisation in the town centre over the short, medium and longer term. In doing so, it seeks to ensure maximum benefits are leveraged from committed investment and further growth is stimulated than would otherwise be achievable.

The Delivery Plan also reflects mobility and connectivity demands dictated by these drivers, recognising the conflicts and deficiencies that need to be addressed. A number of issues specifically associated with Halifax Station have been identified that currently prevent the Delivery Plan's ambitions from being realised. These include:

- Archaic facilities unsuited to modern passenger requirements;
- A quality of station and platform environment that falls below expectations for a town of Halifax's size and status;
- Levels differences and physical barriers to movement resulting in poor visibility of the town centre for those arriving by rail;
- Pedestrian-vehicle conflicts on principal desire paths to/from the station;
- Resulting severance from the surrounding town centre created by Square Road/Church Street and other highly trafficked roads;
- Poor linkages to key attractors, including Eureka, the Piece Hall and major employment opportunities to the east of the railway;
- Failure to reflect changing pedestrian desire lines created by new development and surrounding regeneration;
- A lack of suitable facilities for cyclists; and
- Limited bus-rail interchange opportunities, restricting access to the rail network, particularly for those living in areas to the north of the town centre (where significant housing growth is proposed in the Local Plan).

A series of transport measures in and around the station are therefore prioritised for delivery under the WY+TF in order to address these concerns.

### Calder Valley Line Projects

The Calder Valley Line is underperforming in both practical and operational terms as a result of poor reliability, slow journey times, overcrowding and uneven service intervals. A number of projects have therefore been identified which seek to enable the line to achieve its economic potential:

- **Northern Hub scheme** – committed by Government in July 2012, this focuses on improving fast services (albeit parallel opportunities are also provided to incrementally enhance local stopping routes);
- **CP5 HLOS schemes** – involving capacity improvements and signalling renewal between Bradford Interchange and Hebden Bridge; and
- **WY+TF Calder Valley line scheme** – building on the planned interventions above by developing additional incremental improvements to signalling headway, junction capacity and a rolling stock strategy (potentially involving procurement of new vehicles).

Whilst not part of the Calder Valley line itself, planned electrification of the Transpennine route (via Huddersfield) affects delivery of the above schemes, requiring their completion by December 2016 to enable the Calder Valley line to serve as a diversionary route during electrification works.

## **Project Objectives**

### **Time**

It is preferable that as much of the scope identified for Halifax Station is delivered in line with Network Rail's Calder Valley line outputs before December 2018. This will secure cost efficiencies from parallel delivery, maximise benefits of other related WY+TF schemes, tie-in with the Council's committed investment (notably the Piece Hall and new library) and facilitate later stage interventions reliant on prior delivery of rail-facing components.

In the event that this is unachievable in full, the station access improvements proposed as part of the A629 scheme should be deliverable by 2016. Whilst Calderdale Council would continue to explore opportunities to expedite delivery of certain measures proposed as part of the separate Station Gateway scheme, elements involving a direct interface with Network Rail infrastructure would be dependent on Network Rail's delivery programme for CP6 (potentially delaying delivery of such components until 2019-20).

### **Cost**

The station access improvements proposed under phase 2a of the A629 scheme are to be funded from the WY+TF capital budget that has been allocated through the A629 Town Centre mandate.

Elements of the separate Station Gateway scheme are to be funded from the capital budget allocated to station gateways under the WY+TF (Halifax being just one of five gateways pursued across West Yorkshire).

Opportunities for funding other standalone components of the Station Gateway scheme are currently being explored (including third party contributions and possible grant funding options).

## Quality

Quality objectives of improvements at Halifax Station include:

- Creating a high quality, well designed station fit for the 21<sup>st</sup> Century;
- Improving visibility and connectivity of the station within the town centre;
- Protecting and enhancing the significant heritage assets in the vicinity of the station (including the original '1855 building' itself).

Different elements of each scheme will fall under the ownership of either Calderdale Council or Network Rail. Quality assurance for elements under rail ownership will be dictated by Network Rail and rail industry standards, both for design and construction. Since Calderdale Council intends to appoint Network Rail to deliver rail elements of the scheme, responsibility for quality assurance will be delegated.

Elements under the ownership of Calderdale Council will be subject to the Council's quality assurance framework and corresponding WYCA quality management principles applicable to the design and construction of WY+TF schemes.

## Scope

The proposed scope of works at Halifax Station has been defined around the following objectives:

- Improve accessibility of the station for all modes (pedestrians, cyclists, bus, taxi and car users), reducing journey times and improving the quality of rail journeys by removing existing conflicts;
- Improve facilities provided at the station to better reflect passenger needs, both when using the station and interchanging between modes;
- Improve passenger journey times, increase train service reliability and facilitate future introduction of more frequent train services through enhancements in platform provision;
- Explore opportunities to further diversify facilities provided and create a better 'sense of arrival' through conversion of the original station '1855 building' into ancillary station accommodation; and
- Reduce the severance impact from levels changes, further shorten pedestrian journey times and improve integration of the station with the town centre through enhanced at-grade connectivity between platforms and the surrounding highway network at Church Street/Square Road.

## Risk

The project's approach to risk will be set out in the Risk Management Strategy. At this stage of the project, the risk objective is to minimise the consequences of risk on cost, time and quality. Interdependencies with related Network Rail and WY+TF projects will need to be taken into account.

## Benefits

The aim of improving Halifax Station is to contribute to increases in GVA and jobs through the delivery of journey time and quality benefits. Specific benefits of both schemes are yet to be quantified. However, journey time benefits are expected to result from:



- Accommodating current/future capacity requirements for passengers and operators by catering for increased rail service frequencies and/or a greater range of services;
- Providing better connectivity at the station between different modes (including car, bus, taxi, cyclists and pedestrians), reducing journey times for all rail users; and
- Reducing walk/interchange time for passengers using the station.

In addition, significant quality and regeneration benefits are expected to result from the interventions proposed by improving passenger journey experience and heightening 'sense of arrival' when visiting the town. These benefits will instil investor confidence, in turn facilitating parallel development and regeneration by affording better accessibility to town centre development sites and addressing the transport constraints that currently inhibit their delivery. Proposals are also expected to complement stakeholder ambitions (including Network Rail, Eureka and the Piece Hall), thereby leveraging maximum benefit from parallel third party investment.

### **Desired Outcomes**

Delivery of the station access improvements under the A629 scheme forms part of an initial package of WY+TF interventions prioritised for delivery within the town centre. Delivery is programmed for completion by 2016 to enable tie-in with opening of the Piece Hall and new central library, amplifying the impact of interventions by providing a direct and more tangible onward link between the station and the town centre's core area.

This first phase of works will involve changes to the station's operation within the confines of the franchise lease area. There may also be a requirement to expand the station's current lease area to incorporate new facilities introduced at platform level, beneath the station access bridge.

It will be advantageous to all parties if the main rail-facing elements of the separate Station Gateway scheme can be aligned for delivery with Network Rail's scope of improvements to the Calder Valley line. In this way, additional benefits will be delivered at reduced cost, more efficiently and with less disruption to passengers. Prior delivery of rail-facing components is also required to enable some other aspects of the Station Gateway scheme to be implemented.

Network Rail is required to complete phase 1 works on the Calder Valley line by December 2016, prior to commencement of works on Transpennine electrification. However, it is understood that incorporation of additional scope at Halifax into Network Rail's committed CP5 works will be challenging, due to the tight timescales involved.

Flexibility in delivery approach is therefore essential on both schemes (given the interdependency between the A629 and Station Gateway proposals) to maximise what can be delivered in the short term, whilst future proofing 'early win' interventions for compatibility with future phases.

Expansion of the station's franchise lease area will be required as part of the Station Gateway scheme (over and above amendments proposed as part of the A629 proposals).

## Project Scope and Exclusions

The exact specification of improvements at Halifax Station will be defined through ongoing feasibility work developing preferred options to inform separate WY+TF Gateway 1 submissions for both the A629 Town Centre and Station Gateway schemes. This work is due to be completed by June 2015. Any components with a direct interface to Network Rail infrastructure will be defined through Network Rail's GRIP process.

The indicative scope of works affecting Halifax Station is defined in the sections below. Conceptual plans showing the extent of proposals are appended to this Project Brief. **These plans remain confidential at this time and should be protected from wider public circulation due to the commercially sensitive nature of their content.**

### A629 Town Centre Scheme (Phase 2a)

- Remodelling of Church Street/Square Road to provide new public realm on the principal pedestrian desire line between the rail station and the Piece Hall/new library;
- Junction improvements at Horton Street, Square Road and Discovery Road, enhancing pedestrian crossing provision, better accommodating through traffic demands and improving access into the Eureka car park;
- Introduction of new bus stops on Square Road to serve both the station and neighbouring key town centre attractions;
- Removal of traffic from the existing station access bridge, with only disabled parking retained along its northern edge;
- Cosmetic improvements to public realm on the access bridge deck;
- Introduction of new, high quality bus interchange facilities at the station's lower level;
- Introduction of a walkway and environmental improvements beneath the bridge, linking to an upgraded staircase and new lift core between the station/bridge and platform level;
- Introduction of taxi and pick-up/drop-off facilities at the lower level, using the bridge overhang to serve as a canopy to the new facility in the short term; and
- Remodelling of the Eureka car park to accommodate station parking displaced from the bridge, existing contract parking and provision for Eureka visitors (including the potential to explore increasing net provision for rail users).

It is envisaged that all of the above will be delivered in a single phase of works, with completion planned by autumn 2016.

### Station Gateway Scheme

- Refurbishment of the existing station building and platform facilities;
- Reopening of the disused third platform fronting the original '1855 building' to serve as the main Leeds-bound platform (including associated track and signalling works);
- Conversion of the existing Leeds-bound island platform to bidirectional operation or a turnback facility (either Leeds-facing or Manchester-facing);
- Reinstatement of the listed steps from the third platform to the station footbridge;
- Reopening of the original '1855 building' to provide ancillary station accommodation;
- Demolition of the existing station access bridge and installation of enhanced waiting facilities for users of the taxi/pick-up/drop-off area relocated beneath; and
- Development of a new public square in front of the rail station, rising to reflect the gradient from the '1855 building' forecourt up to the level of Church Street/Square Road.

### Delivery Considerations

Delivery of the third platform and associated works is predicted to provide additional journey time savings for passengers over and above those delivered as part of the A629 scheme proposals.

Several options for platform reopening have been identified as part of a previous Network Rail GRIP2 study. Further development to GRIP3 is now required to confirm scope, cost and alignment implications.

Network Rail has stated that reopening of the third platform is not required to operate the train service specification planned for CP5. However, an opportunity exists to build associated track and signalling requirements into the Calder Valley line schemes delivered by December 2016, either through simultaneous delivery of the third platform or passive provision for its future introduction. This will in turn facilitate future train service specification enhancements in CP6 and beyond, including new and/or more frequent train services, train lengthening and/or journey time reliability improvements.

Since GRIP3 work on the Calder Valley line schemes is already in progress, parallel delivery of the third platform will require amalgamation of the relevant schemes at a later stage in the GRIP process.

Failure to deliver the third platform as part of committed schemes on the Calder Valley line is likely to delay implementation until early in CP6. Other components of the Station Gateway – including reopening of the '1855 building', demolition of the station access bridge and development of the new public square – will be delivered as separate standalone phases. The ability to bring some of these components forward prior to delivery of the third platform is currently being explored.

Should demolition of the station access bridge be delayed for an extended period or prove unviable, alternative measures to improve the pedestrian walk route over the bridge will be implemented. This includes reducing the

sense of enclosure and opening up visibility by lowering the parapets, and construction of a new structure abutting the north western corner of the bridge to reduce the current 'pinch point' at its junction with Square Road.

### Exclusions

Whilst the below schemes include an interface with proposals at Halifax Station, they are excluded from the scope of works specifically associated with this project:

- Other Network Rail and WY+TF schemes on the Calder Valley line;
- Any works required by Network Rail to create or improve a compliant diversionary route along the Calder Valley line during implementation of the Transpennine electrification scheme;
- Calder Valley line electrification (whilst Station Gateway improvements may act as a potential enabler to electrification and contribute towards the business case for it, proposals at Halifax Station are not required to scope or fund any element of the electrification project).

## Constraints and Assumptions

### Constraints

- **Interfaces** – delivery of the station access improvements is predicated on realisation of the wider strategy of WY+TF interventions across the town centre, given their impact on through traffic movements and the operational distribution of bus services in and around the station area. Support from affected stakeholders (notably Eureka) is also required, due to the resultant impact of the project on their own operations.
- **Funding** – Whilst budget for the station access improvements has been allocated as part of the A629 scheme, the release of funding is subject to satisfying future Gateway 1-3 requirements. Whilst an indicative budget has been allocated to the separate Station Gateway scheme by WYCA, no formal allocation of funds has yet been made. Other potential sources of funding to supplement the WY+TF allocation to the Station Gateway are currently being explored.
- **Land acquisition** – potential requirements for third party land requires the instigation of negotiations with relevant landowners.
- **Ownership** – since the third platform is owned by Network Rail and the '1855 building' is owned by Calderdale Council, suitable arrangements will need to be agreed to enable both to be brought back into use. This will include negotiating changes with Eureka as the current leaseholder of both facilities, potentially involving relocation to other accommodation on the Eureka estate.
- **Timescales** – in order to expedite delivery, reduce costs and maximise benefits, Halifax Station improvements should to be aligned with delivery of Network Rail's Calder Valley line schemes. In recent months, Network Rail's schemes have been accelerated to enable their completion in advance of Transpennine electrification, making changes to scope increasingly challenging to deliver. Even if such changes are achievable, it is unlikely that WY+TF Gateway approvals will align with corresponding milestones in Network Rail's programme. It may therefore

be necessary to develop a bespoke approach to Gateway approvals and contracting with Network Rail to achieve project timescales.

- **Access** – disruptive possessions will be required in order to deliver the rail infrastructure works. Arrangements will need to be made through Network Rail's possession planning system and access may be limited. There is currently no guarantee that the required access is available (although some possessions are already booked in August 2016).
- **Resources** – signalling resource nationwide is constrained and sufficient resource may not be available to deliver the rail scope of works identified in the preferred timescales. Furthermore, existing CP5 commitments and implications of the Transpennine electrification programme severely limit Network Rail's ability to take on additional scope.
- **Records** – access to signalling records is constrained. Simultaneous development of schemes with signalling implications may require design work to be progressed in parallel. The preference is that all signalling work required on the Calder Valley line is designed as one package (including elements at Halifax Station).

### Assumptions

- Appropriate engineering access is available.
- Design, construction and commissioning resource is available.
- The project is deliverable within the funding available.
- Agreement is reached with affected leaseholders, including the franchisee responsible for operating the station and Eureka (who currently occupy the '1855 building' and the adjacent car park under leasehold from the Council, together with part of the third platform under leasehold from Network Rail).
- A future timetabling solution is agreed that enables the third platform to be delivered.
- Timescales for release of funding from the WY+TF can be achieved in order to enable tie-in with Network Rail programmes, where appropriate.

### Project tolerances

To be agreed by the Project Board.

### End User and Other Interested Parties

The project's end user will be rail passengers using Halifax Station.

High volumes of both inbound and outbound commuting flows are observed at Halifax due to the town's status as a centre for financial services and its proximity to the primary economic centres of Leeds and Manchester. Its parallel role as Calderdale's primary means of access onto the regional rail network means that economic benefits (in terms of jobs and GVA) will extend across the District and the wider Leeds City Region.

The station operator will be Northern Rail and their franchise successor.

Other train operating companies affected by the project will be Grand Central and the future successor to the Transpennine franchise (due to diversion of services during electrification of the Transpennine route).

Any new rail infrastructure will be owned by Network Rail on completion of the project. Maintenance, repair and renewal responsibilities will also fall to Network Rail, with the exception of the station's internal passenger environment which will be maintained by the station operator under the terms of the Northern franchise agreement and station access conditions.

Should demolition of the station access bridge be achieved, ownership of the area currently underneath the bridge is expected to transfer from Network Rail to Calderdale Council.

It is expected that any bus stop infrastructure delivered as part of the project will be owned and maintained by WYCA. All other infrastructure will be owned, maintained, repaired and renewed by Calderdale Council or its respective leasehold tenant(s).

## Interfaces

Improvements to Halifax Station and its accessibility will be influenced by the following key interfaces:

- Other aspects of the A629 Halifax to Huddersfield Improvements, specifically phases 2b to 2e within Halifax town centre;
- Neighbouring Council-funded projects at the Piece Hall and new library;
- Other commercial and Council-led projects developed out of the Town Centre Delivery Plan;
- Aspects of the Northern Hub programme, specifically Calder Valley journey time improvements;
- Network Rail's re-signalling programme (Hebden Bridge to Bradford);
- CP5 HLOS schemes, specifically capacity improvements at Bradford Mill Lane Junction, Huddersfield Station and Leeds Station;
- The WY+TF Calder Valley Line project;
- Planned delivery of a new station at Low Moor;
- Rail North's rolling stock strategy and Northern refranchising process;
- Open access operator plans, given possible demands for additional platform capacity;
- Transpennine electrification;
- Potential development of a new station at Elland;
- Calder Valley electrification;
- Eureka's future Business Plan, given aspirations to redevelop its estate and relinquish the '1855 building';
- Existing and future LTP and LSTF capital commitments looking to deliver a north-south 'Green Travel Corridor' centred on the rail station;
- Partnership arrangements agreed with bus operators to facilitate extension of services to call at the rail station; and
- WY+TF Rail Package (indirectly, through increases in car parking provision at other local stations that offer rail services to Halifax).

## Outline Business Case

### Strategic Case

As the main point of access onto the regional and national rail network from what is the primary business centre within the District, investment in the station and its immediate surroundings (alongside parallel investment in the Calder Valley line) will:

- Enable existing and new businesses to become more productive (through reducing lost time caused by highway congestion and better connecting them to regional and national markets);
- Enable the size of the workforce to be expanded (through better and more attractive rail connectivity);
- Expand the number and types of employment opportunities that can be reached from existing communities and new housing sites, increasing opportunities available to the existing and future workforce; and
- Support the wider vision and objectives of the Town Centre Delivery Plan by better reflecting mobility and connectivity demands dictated by current and future economic drivers.

### Financial Case

An outline business case for proposals on the Calder Valley line (excluding Halifax Station) has found the best performing timetable specification could generate an additional 0.6 million rail trips per annum, equating to £1.7 million in additional revenue. The resulting business case for infrastructure, timetable and rolling stock improvements has been found to offer good value for money, with a benefit to cost ratio (BCR) of 3.72:1.

A BCR is yet to be quantified for parallel proposals at Halifax Station due to ongoing uncertainties around costs associated with the Station Gateway scheme and the corresponding methodology to be adopted in quantifying its benefits. A BCR for the proposals will be generated over the coming months, once these remaining uncertainties are resolved.

### Economic Case

Whilst the economic case for the Station Gateway scheme is yet to be formally quantified, delivery may be considered as a means of facilitating (and ultimately augmenting) economic benefits attributable to both the A629 Town Centre scheme and Calder Valley line improvements.

The A629 scheme was originally modelled using WYCA's Urban Dynamic Model (UDM) in 2012. This predicted up to 377 jobs would be created as a result of interventions across the town centre as a whole resulting from:

- Bus generalised time savings of 3 minutes for journeys starting or ending in the town centre, with a saving of 5 minutes for through trips;
- Highway generalised time savings of 3 minutes for through trips using enhanced orbital highway links;
- A 10% reduction in walk and cycle generalised journey times for trips within the town centre and immediate surrounding area; and
- The release of development land on the back of WY+TF proposals.

Further refinement of these original estimates is now proposed as part of work to develop a Gateway 1 submission for the A629 Town Centre interventions. When considered alongside the Station Gateway proposals, a greater cumulative economic impact is predicted, due to the greater multi modal journey time savings and more extensive quality improvements that will result.

**Commercial Case**

Delivery of rail infrastructure will be through Network Rail. All other infrastructure will be delivered through Calderdale Council and WYCA.

It is hoped that improvements will be aligned with other WY+TF, Council and Network Rail projects in order to achieve best value for money for all parties. Calderdale Council, Network Rail and WYCA are to assume key roles on the corresponding Project Boards to ensure this is achieved.

**Management Case**

The A629 scheme improvements will be managed by Calderdale Council as part of their wider WY+TF portfolio.

The Station Gateway scheme will be managed by Calderdale Council, albeit both WYCA and Network Rail will assume key stakeholder roles on the Project Board.

Both schemes will be continually evaluated for value for money alongside other schemes to verify their ongoing viability as WY+TF projects.



**Appendix**  
Concept Plans:  
Halifax Station Improvements

**CONFIDENTIAL**

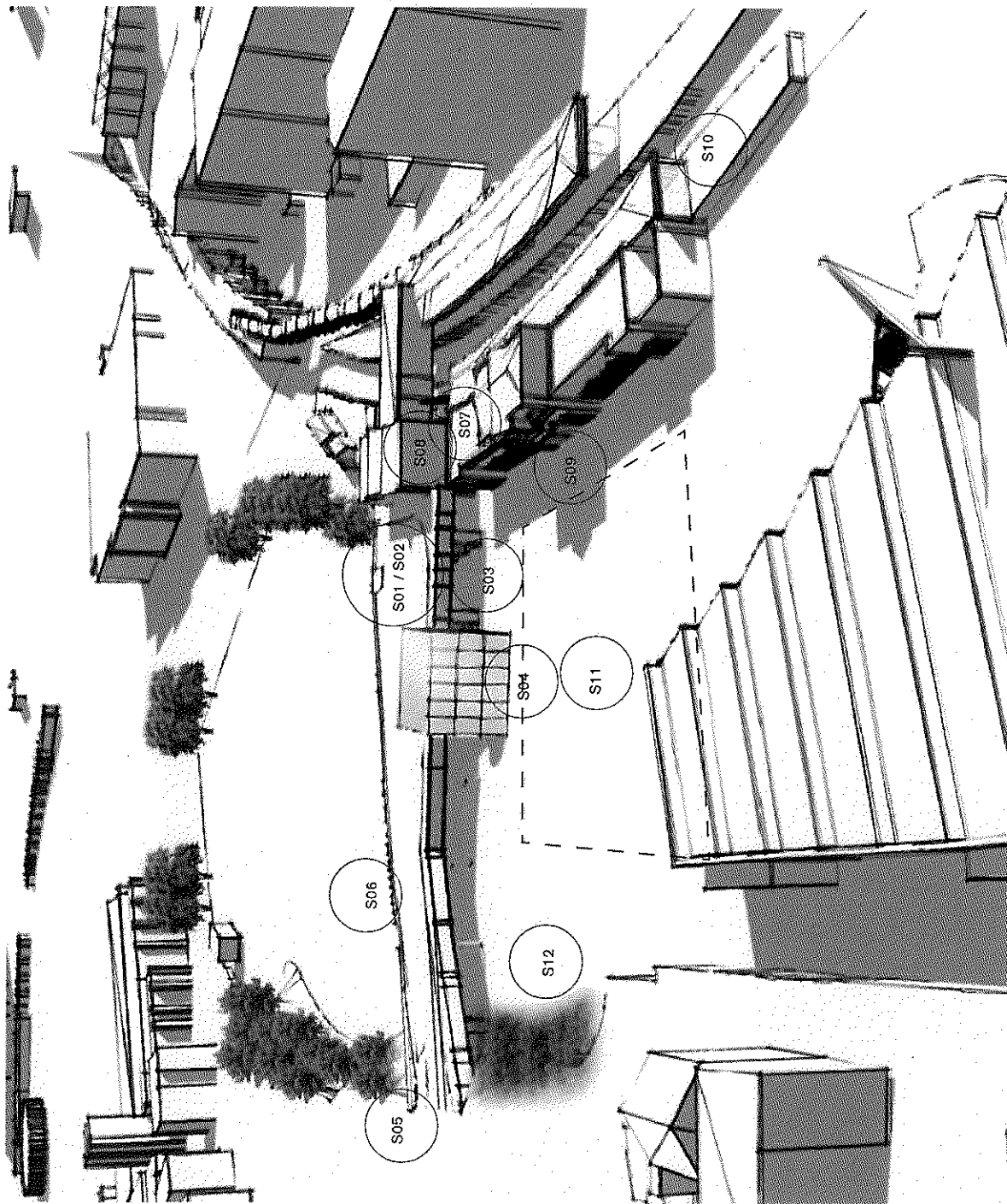


Diagram 7 - Proposed Station Interventions

#### STATION IMPROVEMENTS

##### First stage improvements:

- S01 Clear vehicles from bridge.
- S02 Improve car park layout, with bus stop and drop-off facilities
- S03 Improve public realm under bridge
- S04 New stairs & lift

##### S01-S04 address WY+TF criteria as follows:

- improve pedestrian and cycle access
- improve bus/rail interchange
- improve station setting/gateway/arrival
- no adverse impact on cabs/blue badge at station parking or parking

##### Second stage improvements:

- S05 Bottle neck widening
- S06 Lower balustrade

S05-S06 involve minimal encroachment on Network Rail property

##### Further improvements:

- S07 Reinstate listed steps
- S08 Refurbish station
- S09 1855 building as associated accommodation
- S10 3<sup>rd</sup> platform
- S11 Station square
- S12 Link to upper level

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

**References**

Calderdale Council

Project: **Halifax Town Centre**



1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

Client: \_\_\_\_\_

Project:

