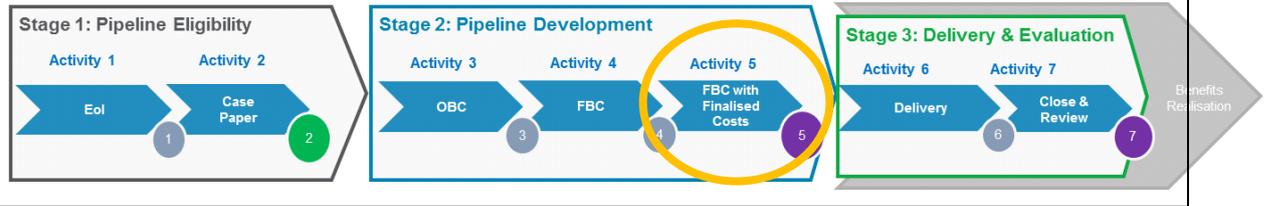


Scheme Summary

Name of scheme:	Garforth Rail Station Car Park Extension
PMO scheme code:	WYTF-PA4-039I
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Melanie Corcoran
Lead promoter contact:	Sara Brook
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	5 April 2018 Combined Authority Decision Point 2 indicative approval of £825,000 scheme costs, with approval of £45,000 project development costs to full business case with finalised costs (decision point 5).
Forecasted full approval date (decision point 5):	Combined Authority Investment Committee 8 May 2019
Forecasted completion date (decision point 6):	December 2019
Total scheme cost (£):	£1.129 million
Combined Authority funding (£):	£1.129 million Transport Fund
Total other public sector investment (£):	£0.00
Total other private sector investment (£):	£0.00
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - Rail Park & Ride Programme Phase 1

Current Assurance Process Activity:



Scheme Description:

The reconfiguration and extension of the existing car park at Garforth Rail Station to increase the number of parking spaces. The project will deliver the following:

- 85 additional parking spaces increasing overall parking capacity from 252 to 337, within which blue badge bays see an increase from 5 to 16 spaces.
- CCTV and LED energy efficient lighting
- Enhanced access to reduce on site congestion
- Electrical ducting to future proof for electric vehicle charging bays

Business Case Summary:

Strategic Case

Garforth is a busy commuter rail station in East Leeds and its car park is regularly full by 07.30am. This leads to negative impacts including on-street parking outside residents' houses. It also results in reduced accessibility to the rail network as research indicates that car drivers, unable to park, will continue their full journey by car.

Garforth fulfils the criteria of Phase 1 in that there is no land acquisition required and the scheme will be delivered within the rail boundary and completed before the Growth Deal deadline of March 2021.

The strategic case details how the scheme meets the objectives of key overriding strategies including the LCC Core Strategy, the Strategic Economic Plan Priority 4 Infrastructure for Growth, the Transport Strategy 2040, and RailPlan 7.

Lessons learned from previous schemes includes the emphasis on a phasing plan as part of construction.

Commercial Case

The case for change is demonstrated through the negative impacts that are occurring as a result of insufficient capacity in the car park and the demand forecast analysis indicating an immediate shortfall of 50 spaces.

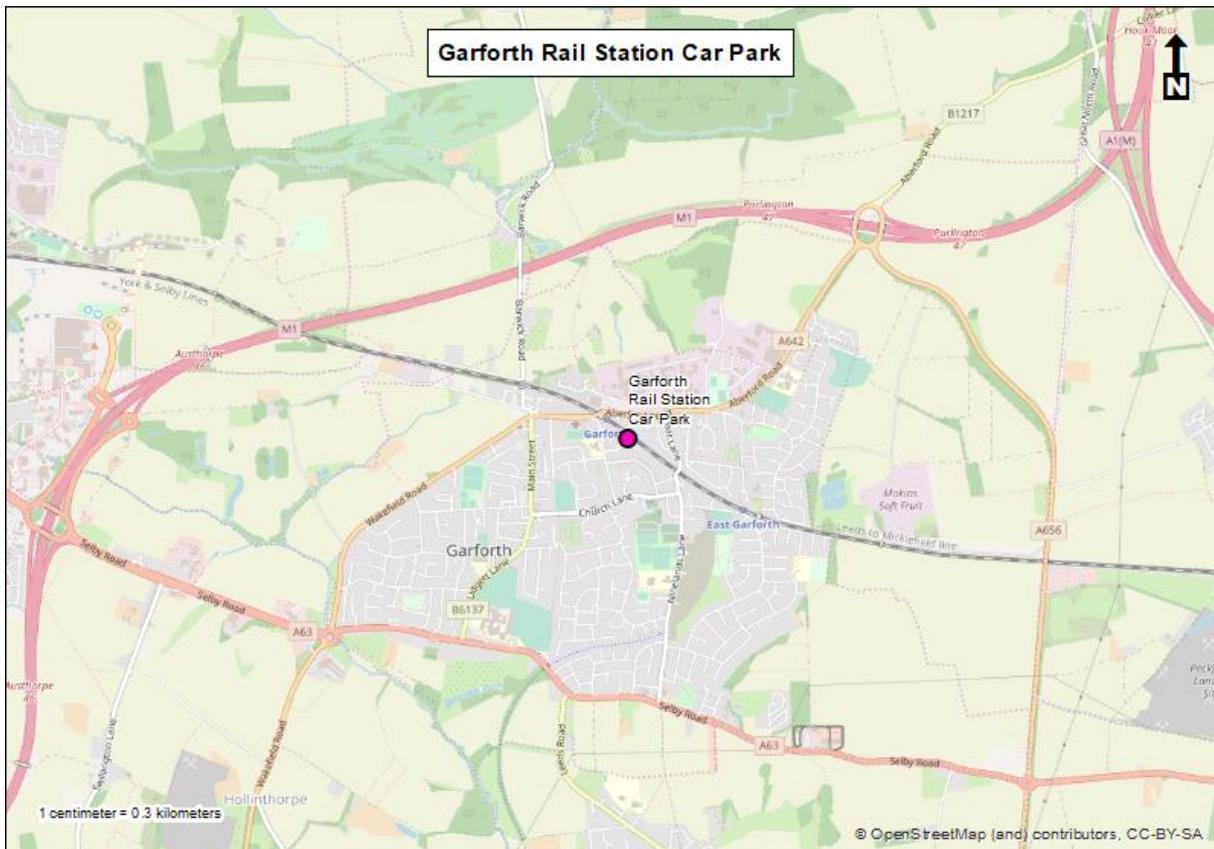
Procurement of the construction for the Garforth scheme is via the Northern framework and the tender was based on price 50%, programme 35% and previous experience 15%. Eric Wright successfully won the tender on price and has already successfully completed schemes for the Combined Authority at South Elmsall and Mirfield A.

In relation to good growth, 45% of the value of materials and sub-contractors will be sourced locally, this rises to 61% within a 55 mile radius. Eric Wright has a Corporate Apprentice scheme and

	<p>educational scheme to encourage the next generation into a wide range of opportunities presented by the construction industry.</p>
Economic Case	<p>As part of option selection, "do nothing" was discounted for the following reasons:</p> <ul style="list-style-type: none"> • Apparent negative impacts of on street parking • Reduced rail accessibility • A need to support a 37% growth in rail passengers predicted by 2027. • Increased housing investment in East Leeds and surrounding villages that don't have rail accessibility. <p>The Benefit Cost Ratio (BCR) for the core scenario is 2.9, and under a low-growth scenario 2.7, so on both occasions judged as high value for money.</p> <p>The Environmental Appraisal Summary indicates neutral or slightly beneficial environmental impacts following scheme delivery.</p>
Financial Case	<p>The rail car park programme secured £30.5 million from the West Yorkshire plus Transport Fund.</p> <p>The total cost for this scheme is forecast at £1.129 million based on tendered costs and includes the following allowances:</p> <ul style="list-style-type: none"> • 10% contractor contingency • 7.5% Combined Authority contingency • £10,000 for monitoring and evaluation • £1,000 for communications to rail users while the car park is not fully open.
Management Case	<p>This scheme is part of a programme which has already successfully delivered three car park extensions, at South Elmsall, Fitzwilliam and Mirfield. The Programme Board is well established with representatives from the key rail stakeholders and district partners.</p> <p>This scheme is well supported by the rail industry, Leeds City Council and local ward members.</p> <p>The scheme is processed by Network Rail through their Governance for Railway Investment Projects (GRIP) process, as well as via the Combined Authority Assurance Framework.</p> <p>Risk has been either designed out or mitigated and costs included in the tender and therefore risk has been passed onto the contractor. Measures are in place to control the key outstanding risks of:</p> <ul style="list-style-type: none"> • Access widening: this will be delivered via Leeds City Council and regular discussions with them and Arriva Rail North are taking place. The changes will be delivered via a Section 278 and the costs have been included. • Decant strategy: the car park will be semi-closed and a minimum 100 parking spaces will be made available throughout construction, and more when feasible. This still results in the decanting of up to 150 cars and a joint strategy is being developed with Arriva Rail North, the Combined Authority, Leeds City Council and the local ward members.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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/economy/leeds-city-region-infrastructure-map/>