

Section A: Package Summary

Name of Package:	Creating a new Park and Ride facility serving key employment sites in Bradford
Location of Package:	Bradford City
PMA Code:	To be confirmed
Lead Organisation:	City of Bradford Metropolitan District Council (CBMDC)
Senior Responsible Officer:	Julian Jackson, Bradford Council
Lead Promoter Contact:	Richard Gelder, Bradford Council
Combined Authority Lead/ Programme Manager:	Fiona Limb
Case Officer:	Ian McNichol / Alpha Thiam
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund
Growth Fund Priority Area (if applicable):	Priority 3 (Clean energy and environmental resilience) Priority 4 (Infrastructure for growth)
Combined Authority approvals to date:	Decision point 1 - October 2019
Forecasted Completion Date	March 2023
Total Package Cost for the preferred way forward (£):	£26.7 million to £32.7 million
WYCA Funding (£):	£20 million
Total other public sector investment (£):	TBC
Total other private sector investment (£):	TBC

A.1	Description
	<p>This scheme seeks to provide attractive alternatives to the private car along the A641 Manchester Road corridor and into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641, complementing the proposed Clean Air Zone.</p> <p>The scheme will provide a bus Park and Ride facility, located in south Bradford, adjacent to the M606 motorway. It will operate with dedicated bus services, and provide high quality facilities. Improved bus priority through provision of a Bus Expressway – a two-way segregated busway and bus priority at key junctions along the corridor will improve journey times and reliability for all buses on the corridor.</p> <p>A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 enhancing the wider strategic cycle network across the city.</p> <p>The scheme will be complemented by a review of local planning policies related to parking supply and demand management within the city centre to support its commercial viability.</p>
A.2	Business Case Summary
	Strategic Case
	<p>This scheme seeks to provide attractive and active alternatives to the private car along the A641 Manchester Road into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641. The scheme will contribute to the Leeds City Region Strategic Economic Plan and complementary Transforming Cities Fund (TCF) in a variety of ways by:</p> <ul style="list-style-type: none"> • Reducing vehicle traffic within the city and complement other initiatives to reduce air and noise pollution and tackle climate change • Providing alternative travel choices for city centre workers and others, encouraging more to use the bus and or cycle • Delivering improved accessibility to employment, education and leisure opportunities by bus particularly for target communities • Promoting healthy lifestyles through encouraging walking and cycling and improve the wellbeing and health of residents and visitors • Improving safety • Making Bradford city centre a more attractive and accessible place for investors, businesses, residents and visitors <p>The scheme fits with local, regional and national economic growth and sustainable living policies. These include the Government's Cycling and Walking Investment Strategy (2017), the Bradford Clean Air Plan (2020), the West Yorkshire Local Cycling and Walking Infrastructure Plan 2019, the West Yorkshire Transport Strategy 2040, the Bradford District Economic Strategy 2018-30, the Bradford City Plan 2015 and the Sustainable Development Action Plan 2020-21. The scheme also supports current initiatives to develop a Green Infrastructure Strategy, the bid for Bradford to be the City of Culture in 2025, and the development of a 2040 Vision for Bradford and an associated Transport Strategy.</p>
	Economic Case

Four options for Park and Ride site locations were identified and three options for bus priority were identified. These were appraised against the Critical Success Factors to identify the preferred site and option for bus priority as set out in the Option Appraisal Report . The benefit cost ratio for the preferred scheme is 2.30.

The scheme will enhance access to a range of services through the connectivity improvements proposed with Park and Ride being an additional transport option. The scheme also includes a cycleway which would result in health benefits for new cyclists. In terms of affordability, Park and Ride fare is in line with the rest of the bus options in Bradford and relative to other modes for transport. The scheme, which acts to incentivise less car use, will therefore deliver significant benefits in this regard.

Commercial Case

In developing this scheme Bradford Council has carefully considered the potential supply shortcoming implications for a successful delivery. The level of work across Bradford during the tendering and construction process could put pressure on supply, as could a backlog of construction work and/or a bulge in post-lockdown infrastructure projects following the COVID-19 pandemic. But the council will continue working alongside the Combined Authority to explore options and identify solutions.

The proposed procurement strategy describes how these risks will be mitigated through maintaining momentum on planning and design activities, Early Contractor Involvement, and main contract award to a strategic partner during the development of the Full Business Case.

Bradford Council has already undertaken informal discussions with several potential strategic partners from amongst the larger construction companies and can confirm that there is significant market interest. Market briefing events to firm-up this interest will be undertaken as soon as current Covid-19 restrictions allow.

There remain a number of critical challenges to achieving project development, procurement and construction within the TCF deadlines. With this in mind, Bradford Council will work with the Combined Authority as it explores alternative routes for developing/procuring the project which would mitigate risk.

Financial Case

The cost estimates for the scheme options have been developed from the scope and requirements and include the results of a Quantitative Risk Assessment. Low, medium and high estimates were generated. The range of capital costs is:

Option	Low Estimate	High Estimate
Preferred Way Forward	£26.7m	£32.7m
Less Ambitious	£23.8m	£29.2m
More Ambitious	£31.8m	£38.9m

Bradford Council is committed to the scheme as an essential requirement to meeting the city centre's future needs. Options for addressing the funding gap include:

- Newly-announced Department for Transport cycling and walking funds
- Potential surplus Transforming Cities Fund funds across the Combined Authority
- Devolved funding
- Related project funding, including revenues from the Clean Air Zone
- Planning approval section 106 payments
- Use of a Tax Increment Financing (TIF) initiative

Management Case

The Management Case demonstrates that the Park and Ride scheme will be delivered successfully in accordance with recognised best practice.

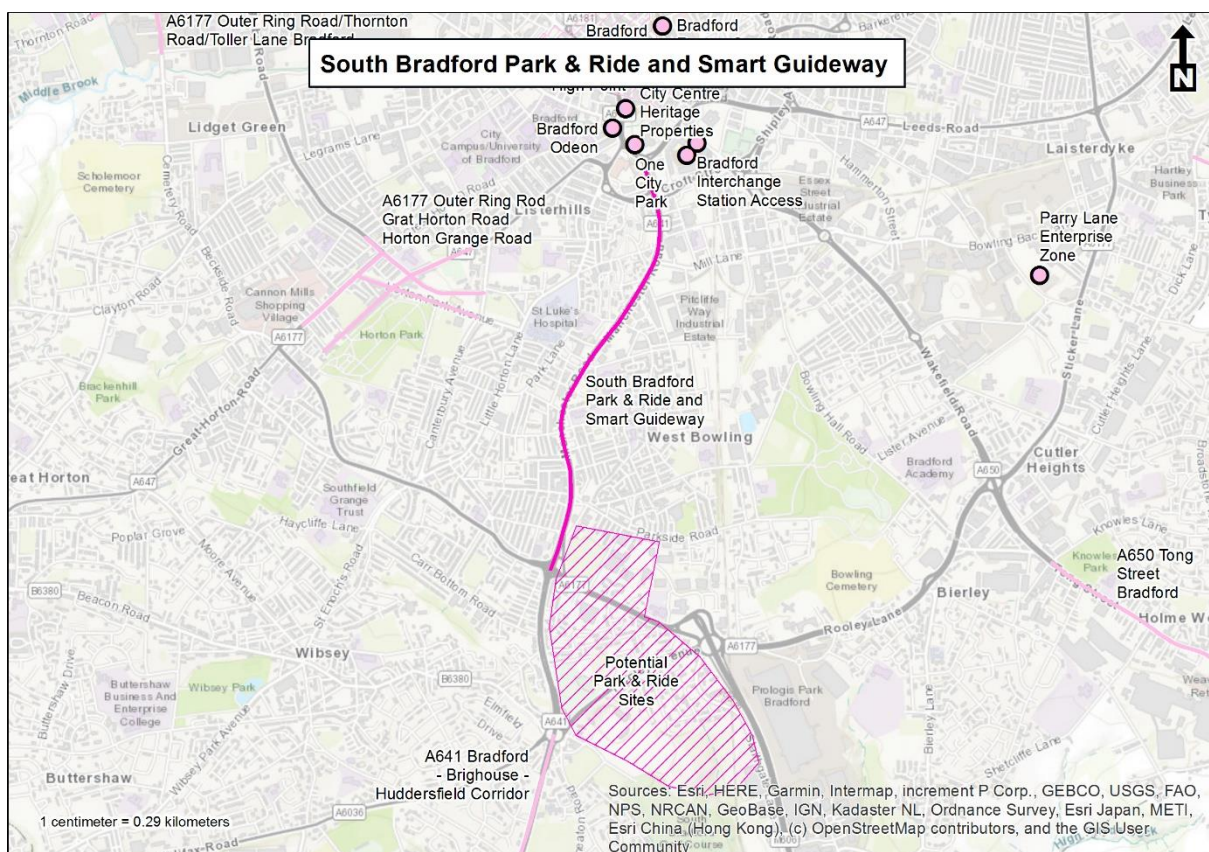
Bradford Council and its partners will adopt established project management methodology to ensure logic, consistency and accountability in delivery.

The scheme will also form part of a wider four scheme TCF programme for Bradford (Bradford Interchange, City Centre, Park and Ride, City Connect) which will be delivered concurrently across the city centre with linked sites. Suitable programme arrangements will provide the necessary governance, coordination, management and monitoring within and across all schemes to ensure effective delivery and accountability.

The Project Board will report to an existing TCF Programme Board chaired by the Senior Responsible Owner (SRO) to ensure coordination with concurrent schemes and provide senior oversight. Programme Board membership comprises relevant TCF Project Board chairs with Bradford Council financial and subject matter experts in support. The SRO is accountable to the Portfolio Holder for onward reporting to the Executive Committee subject to assurance by the Overview and Scrutiny Committees as part of a robust performance and accountability structure and process.

Location map:

The following location map shows the location of the South Bradford Park & Ride and Smart Guideway 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/>