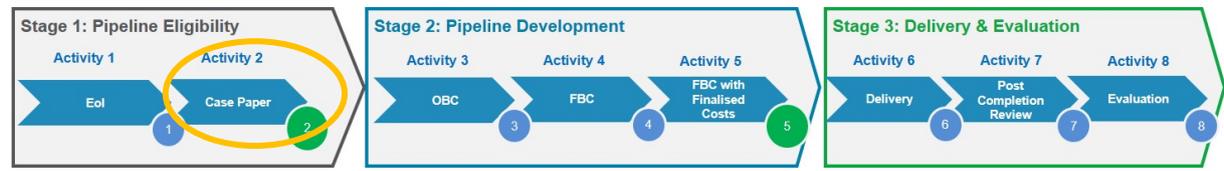


Scheme Summary

Name of Scheme:	Rail Park & Ride – Phase 2a Programme
PMO Scheme Code:	WYTF-PA4-040
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Melanie Corcoran
Lead Promoter Contact:	Pete Coello
Applicable Funding Stream:	West Yorkshire ‘Plus’ Transport Fund
Growth Fund Priority Area (if applicable):	Infrastructure for Growth (PA4)
Forecasted Full Approval Date (Decision Point 5):	Site dependant will be delivered in a phased approach with the first Full Business Case coming forward Q1 18/19
Forecasted Completion Date:	Site dependant will be delivered in a phased approach.
Total Scheme Cost (£):	£12.5m
WYCA Funding (£):	£12.5m
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	N/A
Current Funding Allocation:	None – Phase 2a Rail P&R has no baseline allocation under the West Yorkshire Plus Transport Fund. Due to underspend against Phase 1, a second phase of projects have been identified and brought forward.

Current Assurance Process Activity:



Scheme Description:

A Phase 2 strategic programme of Rail & Park Ride schemes at West Yorkshire rail stations has been identified, to enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity at selected stations of which there is a greater return in terms of weighted benefit for all users in terms of minutes. The potential for additional car parking capacity has been identified.

The Rail Park & Ride park improvements will deliver more localised benefits as a result of improved access to the rail network. The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.

To manage delivery profiles and certainty of spend, Phase 2 locations have been sub-divided into Phase 2a and 2b. 2a locations are within the ownership of the rail industry and can be brought forward for delivery by 2021 and can be delivered through re-profiling of underspend of Phase 1.

It needs to be fully considered and noted that whilst the success of Phase 1 and the further opportunities that arose which led to the work to develop a Phase 2 programme, there is no baseline allocation for the Phase 2b sites under the WY+TF.

Business Case Summary:

Strategic Case

A strategic package of car park extensions at West Yorkshire rail stations has been identified to enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity at selected stations, of which there is a greater return in terms of weighted benefit for all users, in terms of minutes. The potential for additional car parking capacity has been identified.

The car park improvements will deliver more localised benefits as a result of improved access to the rail network. The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.

The Strategic Case outlines Business Strategy to development and delivery of rail station car park extensions. Existing issues and problems at rail stations are set out. Logic mapping has been applied to setting out objectives.

Commercial Case	<p>The commercial case for the Rail Package as a whole is based on not charging rail users to use the car park; therefore there is no contributory income to account for. Previous Metro/WYCA experience demonstrates that charging even a small nominal fee for rail station car parks results in users parking on nearby streets and land resulting in localised road congestion.</p>
Economic Case	<p>Scheme benefits focus on access time savings and quality benefits for rail users resulting from new and enhanced station car parking capacity.</p> <p>A high-level forecasting methodology, based on station catchment areas, has been developed to underpin the appraisal process. The forecasting exercise makes use of Census Travel to Work data, to assess base levels of rail car parking demand, for all stations within West Yorkshire.</p> <p>The demand forecasting results demonstrate the requirement for additional spaces at each of the stations within the programme and reflect a significant demand for Rail Park and ride provision throughout West Yorkshire.</p>
Financial Case	<p>In reflection of the early stages of the project the level of financial appraisal has been sufficient and the scheme costs proposed are reflective of the works identified. This element of project development will continue in detail to ensure a detailed Cost Assessment is reached.</p>
Management Case	<p>A Programme Board Governance Structure was established in 2014 for WYCA's Park & Ride Package. This includes representation from WYCA as Chair, Network Rail, Northern and District Partners.</p> <p>WYCA's Programme of Rail Park & Ride schemes, has and will continue to be Promoted and Project Managed by WYCA using PRINCE2 project management procedures. A partnership approach between WYCA, Network Rail, Northern and the Districts is essential to the successful delivery of the Programme.</p> <p>WYCA has adopted the good practice methodologies of PRINCE2 and Managing Successful Programmes (MSP) for the management of its portfolio of programmes and projects. These methodologies enable the organisation to provide robust project controls, as well as providing clear channels for relevant approvals and project/programme direction. They also encourage timely and relevant reporting.</p> <p>Prioritisation of phasing has been agreed by the Programme Board in line with its Terms of Reference. Development and Delivery of the Programme's individual schemes and governed and assured by the Rail Industry's GRIP processes.</p>