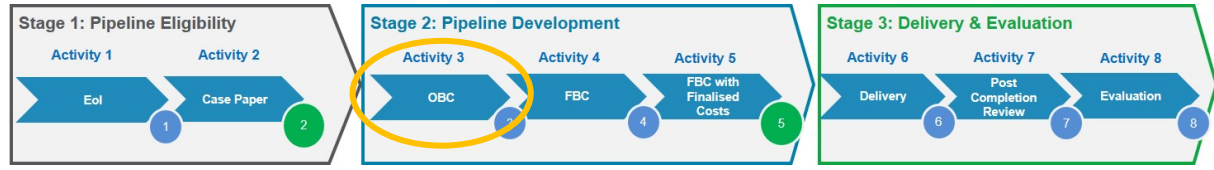


Section A: Scheme Summary

Name of Scheme:	Bradford Forster Square Station Gateway
PMO Scheme Code:	WYTF – PA4 - 002
Lead Organisation:	City of Bradford Council
Senior Responsible Officer:	Julian Jackson
Lead Promoter Contact:	Tom Jones
Applicable Funding Stream:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	4, Infrastructure for Growth
Forecasted Full Approval Date (Decision Point 5):	June 2019
Forecasted Completion Date:	March 2021
Total Scheme Cost (£):	£17.311m
WYCA Funding (£):	£17.061m
Total other public sector investment (£):	£250,000 CBMBC
Total other private sector investment (£):	Potentially £50,000 from adjacent developer (to be confirmed)
Is this a standalone Project?	Yes
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	An allocation of £50m has been made for the Station Gateways Package, which this scheme is part of.

Current Assurance Process Activity:



Scheme Description:

The Bradford Forster Square station will see the re-development of the existing station to provide a new, high quality, modern station facility which will significantly enhance the user experience, providing an attractive and welcoming gateway to the City of Bradford.

The proposed scheme will see significantly improved facilities provided at the station with the main station building providing toilets, a dedicated café and a ticket office/information centre which will be equipped with ticket vending machines. Seating will be provided in the main concourse area. The station will also include a separate newsagents located within one of the four pods to be located within the existing station arches. The other three pods will house cycle parking, a mess room for Network Rail and/or Northern staff and a mess/storage room to be provided for the Community Garden and Meadow Area. Cycle parking will also be provided outside the station. Two lifts to School Street will be provided in place of the existing lift/stair core. These lifts will be operational between the first and last train times, which will significantly improve connectivity and reducing severance to School Street, Darley Street and the Markets. It will promote a significant improvement in inclusive access to the station.

The scheme will also deliver significant public realm improvements both on the forecourt area and at the Lower Kirkgate Entrance, which will also promote enhanced connectivity to Broadway and the city centre. In the forecourt area, facilities for taxi and private vehicle pickup and set-down will be provided while provision for buses will also be made. Access to the existing Centenary Court building will be maintained. However, a second option which sees this access being provided from the Lower Kirkgate Entrance has also been explored.

A total of 75 car parking spaces will be provided in the main car park, including four accessible spaces. The accessible spaces will be located approximately 80m from the station entrance with rest points provided within 50m of the spaces and station entrance. Electric vehicle charging points are also proposed and these will also be accessible to electric taxis.

This Community Garden and Meadow Area, located adjacent to Platform 3, will provide a space to be managed by a community group(s). This will be an area of hardstanding and/or soft landscaping and will be accessible from the main station concourse only.

Business Case Summary:

<p>Strategic Case</p>	<p>Clear project description and objectives. Strategic drivers are described along with a set of issues the scheme aims to address. Socio-economic drivers to be made clearer. Provides a good fit with priorities of the Strategic Economic Plan, in particular priority 4 Infrastructure for Growth.</p>
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Commercial Case	Usages of station is forecast to increase by 110% by 2040. Demand to use the station is increasing with Virgin Trains East Coast planning to increase numbers of trains per day serving London from 1 to 8. Procurement options have been considered, a detailed procurement strategy will be required as part of Activity 4 (Full Business Case).
Economic Case	From the outline business case submitted, using standard webTAG methodology the BCR is 1.78 with a PVB of £5.33m. Taking into account the wider benefits of the scheme, the adjusted BCR is 6.90 with a PVB of £18.20m. Updates of all of these calculations will be provided in the Full Business Case.
Financial Case	Project Outturn costs £17.311m. Net increase to operational costs to be covered by station operator/highway authorities existing maintenance budgets. Other funding sources confirmed as CBMBC and potential contribution from an adjacent developer. Comprehensive risk register with cost impact score included in the submission.
Management Case	Recognition of key issues (potential) barriers that need to be addressed prior to delivery. Project Governance in place. Project delivery team – needs to evolve as necessary to suit the project requirements. Detailed work programme/Gantt chart provided identifying delivery completion by March 2021. Detailed risk register including mitigation measures provided. QRA, M&E plans to be developed.