

## Section A: Scheme Summary

<b>Name of scheme:</b>	Bradford Interchange Resurfacing Works
<b>Lead organisation:</b>	West Yorkshire Combined Authority

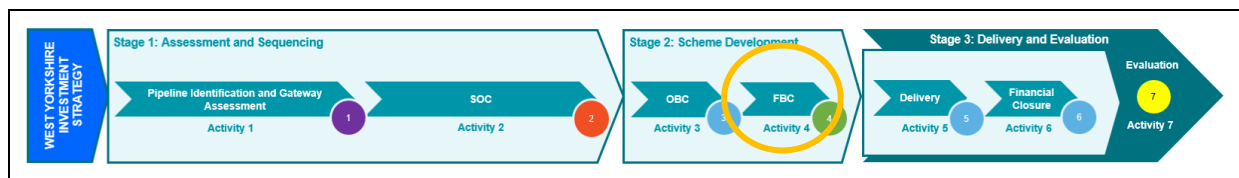
<b>Applicable funding stream(s) – Grant or Loan:</b>	The scheme will be funded from the Local Transport Plan Integrated Transport Block (ITB) programme, the 2022/2023 City Region Sustainable Transport Settlement and / or Transforming Cities Fund and / or Combined Authority capital receipts.
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable

<b>Approvals to date:</b>	Combined Authority approved decision point 2 (Strategic Outline Case) on 9 January 2020
<b>Forecasted full approval date (decision point 4):</b>	9 December 2021
<b>Forecasted completion date (decision point 5):</b>	May 2023

<b>Total scheme cost (£):</b>	£8,501,000
<b>Combined Authority funding (£):</b>	£8,501,000
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0

<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	The project is part of the Integrated Transport Block Programme and has links and interdependencies with other schemes at Bradford Interchange that need to be considered throughout the project lifespan.

**Current Assurance Process Activity:**



## Scheme Description:

The proposed scheme, previously known as the Bradford Interchange Carriageway Works scheme, comprises re-surfacing of the carriageway within Bradford Interchange and undertaking repairs to the suspended deck.

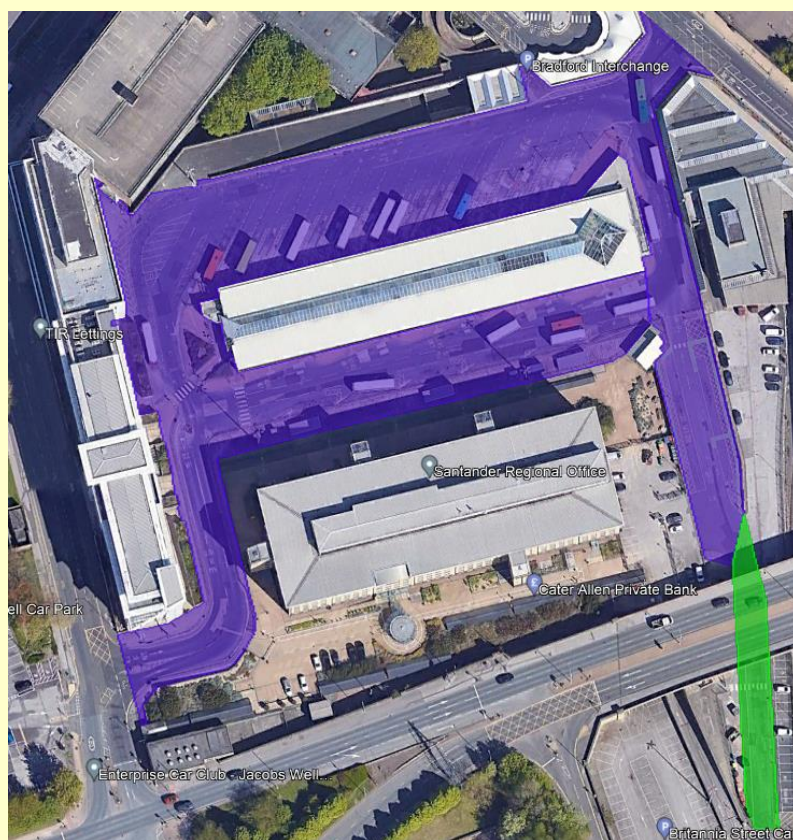
The bus station element of the interchange is constructed on a complex concrete slab, with a car park and leisure units located beneath.

Works will include the removal of existing surfacing materials down to concrete slab, removal of the waterproofing membrane and associated works, inspections of the existing concrete slab and repairs to the slab and drainage system undertaken if and where required.

The scheme will then lay new carriageway and surfacing materials and re-lay carriageway markings. This will take place in 14 distinct phases from January 2022 to June 2023.

A summary of the areas to be included in the works are shown in Figure 1 below. Areas highlighted in purple comprise both waterproofing and resurfacing (excluding the interchange building), the area highlighted green is to be resurfaced only.

Figure 1 – Bradford Interchange – location of scheme works



## Business Case Summary:

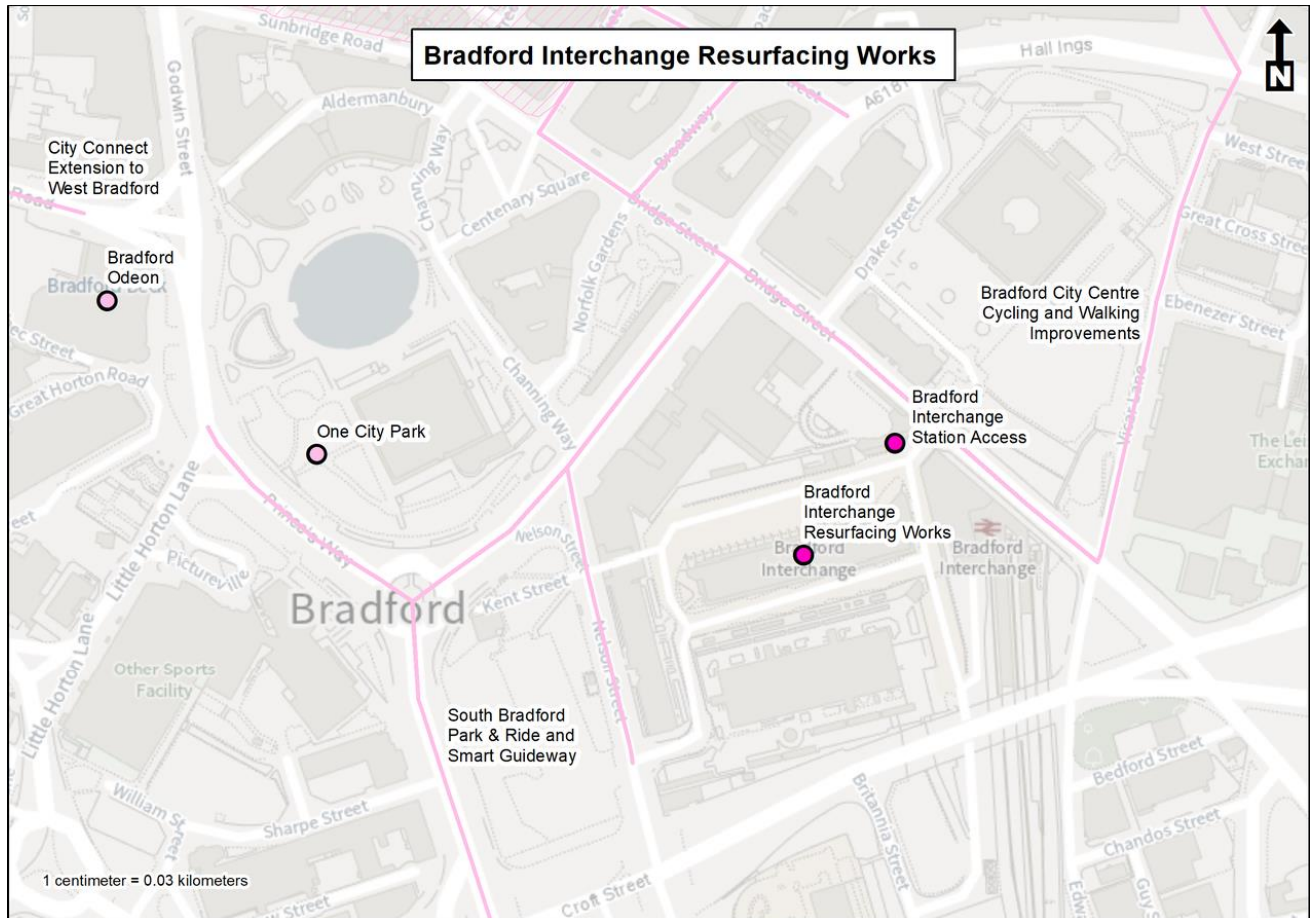
<b>Strategic Case</b>	<p>Bradford Interchange is owned and maintained by the Combined Authority, however the rail infrastructure within it is owned by Network Rail and the railway station is leased to Northern Trains Ltd, who operate it in accordance with their franchise agreement. The bus station is managed by the Combined Authority.</p> <p>The interchange, and the services it provides, are a vital component of public transport connectivity within Bradford and the wider region by connecting people to employment, education, training, and other essential services. The interchange is therefore a key enabler of inclusive growth by providing sustainable connectivity to social value opportunities for many people. The interchange is therefore a key asset within West Yorkshire and maintaining a high quality and fit for purpose interchange is essential to facilitating clean economic growth.</p> <p>The scheme seeks to improve the resilience of the bus station and reduce the adverse impacts associated with the age of the asset. This will improve overall operations and safety for users of the interchange and reduce the financial burden of continual repair and maintenance works. There is a health and safety risk, if repairs to damage are not carried out, which would affect the viability of the asset.</p> <p>The proposed scheme will provide the first step of longer-term ambitions for the Bradford Interchange, which include the creation of a modern future-purpose interchange, acting as a gateway to the city, attracting investment, clean and inclusive growth in the city. This scheme will need to be completed before further projects at Bradford Interchange can be realised.</p> <p>This scheme fits within the Strategic Economic Framework (SEF) priorities of, delivering 21st Century Transport, Tackling the Climate Emergency. The scheme also helps lay the foundations for other planned improvements to the bus station, subsequently supporting the delivery of Strategic Economic Framework Priority 'Enabling Inclusive Growth</p>
<b>Commercial Case</b>	<p>The scheme is classified as an '<i>Essential structural renewal - Replacement of carriageway and waterproofing of car park</i>' for a large bus station. Bradford Interchange is both used as a public transport hub and a leisure unit. Repair of the interchange will benefit the public, services, and tenants of the leisure units within the interchange. Furthermore, maintaining the asset in a good condition will help ensure the retention of tenants within the interchange and secure the Combined Authority's revenue from tenants and provide savings from the reduction in ongoing ad-hoc repairs.</p> <p>Procurement has been undertaken via the SCAPE framework and the appointment of Balfour Beatty to carry out Feasibility and Site Surveys (Preconstruction) has been made. Balfour Beatty are to be retained on a Design and Build contract via SCAPE and are leading on the procurement of suitable sub-contractors to complete the specialist carriageway works and repairs.</p>
<b>Economic Case</b>	<p>There are not considered to be feasible options other than the preferred option for the scheme which is the full resurfacing of the carriageway. This will include carrying out concrete repairs to the deck, laying new waterproofing and complete resurfacing. This solution will remove the need for ad-hoc repairs over the warranty period of the design, which will</p>

	<p>provide a significant cost saving to the Combined Authority. Completing these works will also allow the Interchange to remain open for customers in the future.</p> <p>Not undertaking the works, as a do-nothing option, would result, in the short term, of posing a health and safety risk and, in the long term, of the closure of the carriageway, with buses needing to be diverted elsewhere to allow passengers to alight. This would result in an increased journey time and the loss of Bradford Interchange as an effective asset.</p> <p>Ad-hoc repairs of the carriageway could continue at Bradford Interchange, though this would not solve the issues of water penetration across the site. Over the last 10 years, the number, and therefore the cost, of repairs has increased and it would be expected to do so into the future.</p>
<b>Financial Case</b>	<p>The cost increase is due to a lack of information available at feasibility stage and lack of detail and certainty regarding deliverability. There has also been increases in the cost of materials and inflation has risen due to Brexit and COVID-19. Following feasibility surveys and investigations the contractor provided a more robust estimate of cost and resource which has resulted in higher overall delivery cost.</p> <p>The scheme will be funded from the Local Transport Plan Integrated Transport Block (ITB) programme, the 2022/2023 City Region Sustainable Transport Settlement and / or Transforming Cities Fund and / or Combined Authority capital receipts.</p>
<b>Management Case</b>	<p>The scheme is being led by the Combined Authority. The Combined Authority has a strong track record in delivering transport projects across West Yorkshire.</p> <p>A project board has been established and will form an integral part of the governance of this scheme, with monthly Project Board meetings to appraise project progress, escalation of risks and issues to the Senior Responsible Officer as and when these may affect programme, budget, or quality.</p>



## Location Map

The following map shows the location of the Bradford Interchange Resurfacing Works.



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