
Report to: Transport Committee

Date: 18 November 2022

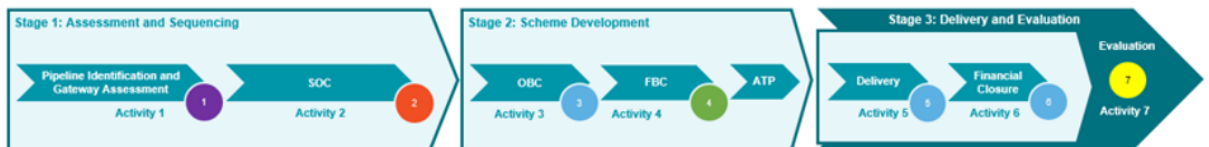
Subject: Project Approvals

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1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.



- 1.2 The Transport Committee has delegated decision making authority approved by the Combined Authority on 23 June 2022. Where the Transport Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 10 of this report.

2 Report

- 2.1 This report presents proposals for the progression of schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. The schemes have a funding value of up to £54,731,000 when fully approved, of which £42,031,000 will be funded by the Combined Authority. A total expenditure recommendation to the value of £5,559,046 is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.
- 2.2 For more detail on the Combined Authority's Assurance Framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**.

Scheme summaries

<p>TCF South Bradford Park and Ride and Expressway Bradford</p>	<p><u>Scheme description</u></p> <p>The scheme is designed to reduce traffic flows into Bradford city centre by providing greener modes of transport for the remainder of the journey into the city centre.</p> <p>The scheme will ultimately provide a transport hub with around 750 car parking spaces, electric bus and car charging infrastructure and parking for bikes.</p> <p>The site will be served by a dedicated bus service, along the A641 Manchester Road, connecting the site to the city centre and Bradford Interchange.</p> <p>The scheme will also include bus priority improvements along Manchester Road, enhancing the provision of the existing facilities to speed up bus journey times and reliability for all services. Enhancements to cycling and walking routes will also be made along the corridor to bring the existing National Cycle Network provision up to LTN 1/20 standards, connecting the city centre to the areas in the south of Bradford.</p> <p>The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 4 September 2020, where indicative approval was given to the Combined Authority's contribution of £20,000,000 from the Transforming Cities Fund and for work to start on the outline business case.</p> <p>Approval is now being sought for a change request to approve development costs of £4,194,500 to continue business case development, taking the total scheme approval to £5,550,000.</p> <p><u>Impact</u></p> <p>The scheme will encourage people to travel by bus, bike and / or on foot and reduce the use of private vehicles into Bradford city centre from the south of the city reducing traffic congestion and vehicle emissions and improving local air quality.</p> <p><u>Decision sought</u></p> <p>Approval to the change request for development costs of £2,191,774, taking the total scheme approval to £3,546,774.</p> <p>Total value of the scheme - £26,700,000 to £32,700,000</p> <p>Total value of Combined Authority funding - £20,000,000</p> <p>Funding recommendation sought - £2,191,774</p> <p>A decision by the Transport Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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**TCF Bradford
Interchange
Sustainable Access**

Bradford

Scheme description

The scheme will improve the people's experience of using Bradford Interchange and will create access to the interchange from Hall Ings and will redevelop the interchange into an improved transport hub. The existing NCP car park on Hall Ings, will be demolished to create the space needed to make these improvements.

The scheme will transform access between Bradford Interchange and Hall Ings, the City Hall and City Park, and from there more widely to the key business, cultural, and retail areas of the city centre, through the provision of new and improved pedestrian entrances and routes.

The scheme will also provide some enhancements to the internal aspects of the Interchange building including new internal layouts, waiting environment, signage and wayfinding, safety and security, welfare facilities and a cycle hub which will complement works already underway by the Combined Authority to move the travel centre.

The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 4 September 2020, and approval is now being sought for additional development costs of £3,367,272 to complete the outline business case and to progress demolition of the NCP Car Park on Hall Ings, which is required early in the programme as it forms part of the enabling works for the Bradford City Centre scheme.

The development costs are being requested at this time to complete business case development and advance demolition of the NCP car park, which is critical to maintain the timeline and ensure the works are deliverable by November 2024. Demolition of the NCP car park is required early in the programme

Impact

The scheme will provide improved access to Bradford Interchange, increasing opportunity for journeys to be made by public transport and providing access to facilities, services and opportunities across the city and beyond.

The scheme will create a high-quality pedestrian access to the Interchange which would dramatically improve how it connects with and ties into the heart of the city centre, transforming the arrival in the city centre for visitors to City Park, Broadway and the emerging Cultural Quarter

Decision sought

Approval to the change request for development costs of £3,367,272 to continue business case development and for the advance demolition of the NCP car park, taking the total scheme approval to £6,404,722.

Total value of the scheme - £22,031,000

Total value of Combined Authority funding - £22,031,000

Funding recommendation sought - £3,367,272

A decision by the Transport Committee using the delegated authority from the Combined Authority is sought as part of this report

Information

- 2.3 The Combined Authority’s assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
 - The progression of a scheme through a decision point to the next activity.
 - Indicative or full approval to the total value of the scheme funding requested.
 - The Combined Authority’s entry into a funding agreement with the scheme’s promoter.
 - The assurance pathway and approval route for future decision points.
 - The scheme’s approval tolerances.

- 2.4 This report provides information required to enable the Combined Authority to approve each of the above elements.

Projects in Stage 1: Assessment and Sequencing

- 2.5 There are no schemes to review at this stage.

Projects in Stage 2: Scheme development

TCF	South Bradford Park and Ride and Expressway and Bradford Interchange Station Access
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Background

- 2.6 The following two schemes will be funded through the Department for Transport’s Transforming Cities Fund (TCF). As part of the Government’s Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England’s largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport’s approval in March 2020.

- 2.7 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities.

- 2.8 Bradford Council has developed a masterplan which identifies four interlinked schemes, which are key parts of the council’s regeneration of the city centre into an attractive, healthy, eco-friendly area that promotes clean economic growth in a sustainable manner and encourages less use of private cars and more cycling and walking. The four schemes are:

- South Bradford Park & Ride and Expressway
- Bradford Interchange Sustainable Access
- West Bradford Cycle Superhighway Extension
- Bradford City Centre Cycling and Walking Improvements

2.9 All four schemes have gained strategic outline case approval from the Combined Authority and outline business cases for each scheme are currently being developed.

2.10 Current financial pressures brought about by the effects of the economic crisis on the retail price index/inflation have prompted the Combined Authority and partner councils to review the current transport portfolio to consider a range of options to manage costs.

2.11 Bradford Council is seeking to manage cost increases on the Bradford City Centre Cycling and Walking and Bradford Interchange Station Access schemes, to allow the full construction of both schemes' preferred option through a review of their overall TCF package. As Bradford has been named as City of Culture 2025, regional and national attention has been focussed on the city with particular attention drawn to the city centre as a hub for activities across the year and to Bradford Interchange as the main transport hub in the city. This has led to Bradford Council to prioritise the City Centre Cycling and Walking Improvements and Bradford Interchange Station Access schemes as key enabling projects for the event, with an intention to complete both schemes by November 2024 ahead of the event year. The approach is to phase the delivery of the other two Bradford TCF Projects with later phases being subject to future funding. These changes have been reflected in the recent Inflation Report on Transport Programmes that was reported to the Finance, Resource and Corporate Committee on 10 November 2022 and is being considered for approval by the Combined Authority at its meeting on 8 December 2022.

To support this, approval to change requests to the South Bradford Park & Ride and Expressway and Bradford Interchange Station Access schemes is now required, with full details outlined in the report below.

Project Title	TCF South Bradford Park and Ride and Expressway
Stage	2 (scheme development)
Decision Point	Change request (activity 3)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 2.12 The South Bradford Park and Ride (P&R) site, close to the M606 motorway, is designed to reduce traffic flows into the city centre by providing greener modes of transport for the remainder of the journey into the city centre.
- 2.13 The scheme will ultimately provide a transport hub with around 750 car parking spaces, electric bus and car charging infrastructure and parking for bikes. The site will be served by a dedicated bus service, along the A641 Manchester Road, connecting the site to the city centre and Bradford Interchange. It is intended that all buses between the city centre and P&R have an emission of EURO-6 or better, with the preference being for all buses to be electric and hydrogen powered.
- 2.14 The scheme will also include bus priority improvements along Manchester Road, enhancing the provision of the existing facilities to speed up bus journey times and reliability for all services and links to the improvements being made to the Croft Street junction and access into Bradford Interchange that form part of the City Centre scheme. Enhancements to cycling and walking routes will also be made along the corridor to bring the existing National Cycle Network provision up to LTN 1/20 standards, connecting the city centre to the areas in the south of Bradford.
- 2.15 The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 4 September 2020, where indicative approval was given to the Combined Authority's contribution of £20,000,000 from the Transforming Cities Fund and for work to start on the outline business case.
- 2.16 Approval is now being sought for a change request to the scheme for the changes outlined below.

Description of change

- 2.17 It is the scheme's intention to develop its full business case, subject to approval of the outline business case, the next stage in the Combined Authority's assurance process. However, the scheme will now be delivered in two phases. Phase 1 will deliver the targeted Bus Priority Measures Scheme and Active Travel (cycling and walking) and will be funded from the Transforming Cities Fund. Phase 2 will deliver the Park and Ride facility of circa 750 spaces at the former Richard Dunn Sports Centre and will be delivered at a later date, as funding will need to be secured for Phase 2 from either the Levelling Up Fund or another funding source. A Levelling Up Fund bid has been developed for the South Bradford area, giving the opportunity for future potential funding streams.
- 2.18 During the scheme optioneering stage, geotechnical surveys on the initial preferred site revealed significant issues which rendered the remediation of the site financially unviable. This, along with land requirements for the junction alignment of the proposed access led to an alternative site being considered for the car park. The location of the proposed parking area was subsequently moved to the former Richard Dunn Sports Centre site, which became available as an alternative site. However, this site now has a listed building on it (which is being appealed by Bradford Council) and further work is required to develop design options that accommodate this status which may take time to resolve. Given the issues with the building listing and funding strategy as mentioned above it is proposed that the parking facility will be delivered in a later separate phase and is subject to securing additional funding.
- 2.19 Following a review of scheme budgets and a cost/benefits analysis undertaken through development of the outline business case the proposed expressway will now not be a two-way expressway. The new proposal is to deliver a Targeted Bus Priority Measures Scheme, which will 'fill in the gaps' in existing bus priority at key pinch points along Manchester Road and deliver comparable benefits for buses, as an expressway, at a reduced cost. As the proposed works are less intrusive and disruptive, they can be delivered by the deadline for Capital of Culture 2025. The alternative does not incorporate the segregated cycleway between the city centre and the P&R facility but will instead enhance existing cycling and walking infrastructure in the South Bradford area between Odsal and the city centre. These enhancements will be LTN 1/20 compliant and deliver comparable benefits to the fully segregated route along the main road.
- 2.20 As a result of this change, the timescales for the delivery of Phase 1 have been revised to October 2024 whilst the programme to deliver Phase 2 is still to be determined given its development and delivery is subject to the securing alternative funding.
- 2.21 To continue to develop the outline business case for the full scheme (Phase 1 and 2), additional development costs of £2,191,774 are required, bringing the total scheme approval to £3,546,774.
- 2.22 From this approval, the scheme will only draw down development costs associated with Phase 2 after the funding strategy for the scheme has been

determined, otherwise this sum will be returned back to the Combined Authority.

- 2.23 The phased approach to delivering this scheme will enable £7,899,000 from the scheme's original indicative allocation of £20,000,000 from TCF to be reallocated to the Bradford City Centre Cycling and Walking and Bradford Interchange Station Access schemes, to support their full construction. By reallocating this funding, the total contribution to the South Bradford Park and Ride and Expressway scheme from the TCF will be £12,101,000.

Tackling the Climate Emergency Implications

- 2.24 The scheme will encourage people to travel by bus, bike and / or on foot and reduce the use of private vehicles into Bradford city centre from the south of the city reducing traffic congestion and vehicle emissions and improving local air quality.
- 2.25 The revised scope of the first phase of the scheme will have a more modest construction impact and it is therefore anticipated that the carbon impact of the scheme would be lower than the option proposed at SOC stage. A carbon impact assessment will be undertaken as part of the development of scheme's outline business case.

Outputs and Benefits

- 2.26 The scheme outputs and benefits include:
- Increased public transport use.
 - Increased cycling.
 - Reduced car use.
 - Improved public health because of lower vehicle emissions and improved air quality.
 - Improved public transport journey times, reliability, and experience.
 - Increased catchment for public transport network.
 - Increased access to employment opportunities.
 - Contributing towards the Leeds City Region's targets through its TCF scheme of reducing CO2 emissions from car travel.

Inclusive Growth Implications

- 2.27 The scheme inclusive growth implications include:
- By improving public transport (bus) and active travel (walking, cycling) infrastructure, more people, especially those on lower incomes who do not have access to a car, will be able to travel to key sites including employment, education, and housing, and thus have a share of the economic growth benefits resulting from the scheme.

Equality and Diversity Implications

2.28 An Equality Impact Assessment (EqIA) is being developed for the scheme and equality and diversity impacts will be taken account of as part of the development of the scheme and the business case development.

Risks

2.29 The scheme risks include:

- That the Richard Dunn listing appeal is unfavourable. This will be mitigated by revisiting the proposed design and rescoping the parking area, with its delivery timescale already programmed as part of a later separate phase (Phase 2) subject to securing additional funding. Additional delivery time will not impact the City of Culture 2025 event given the proposed Park & Ride site sits outside the core City Centre area.
- That delivery of Phase 2 is subject to future funding being secured. Mitigated by seeking alternative funding sources for the scheme.
- Scheme budget insufficient to meet design ambitions and inflationary impacts. This has been mitigated by having a contractor in place to give input to costings throughout business case development stages and to support ongoing value engineering.

Costs

2.30 The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 04 September 2020, where indicative approval was given to the Combined Authority's contribution of £20,000,000 from the Transforming Cities Fund, with a total scheme value in the range of £26,700,000 to £32,700,000. Development costs of £1,020,000 were also approved, which together with the £335,000 of development costs previously approved, took the total scheme approval to £1,355,000.

2.31 At this stage it is the scheme's intention to work up the preferred full scheme P&R option to full business case stage with an initial funding allocation of £12,101,000 to deliver Phase 1, with Phase 2 being delivered subject to securing an alternative funding source.

2.32 The residual funding of £7,899,000, from the original £20,000,000 indicative allocation approval, will be reallocated to the City Centre Cycling and Walking Improvements and Bradford Interchange Station Access work packages to allow full construction of the preferred options.

2.33 Approval is now sought for further development costs of £2,191,774 to complete the outline business case for the full scheme (Phase 1 and 2), taking the total scheme approval to £3,546,774.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	18/11/2022
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	20/07/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	09/01/2024
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/03/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/02/2025

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of those outlined in this report Delivery (DP5) timescales remain within 6 months of those outlined in this report.

Appraisal Summary

- 2.34 The decision to deliver the Park & Ride scheme in phases can be supported as it mitigates any risk of the Park & Ride facility (Phase 2) holding up the development and delivery of bus and active travel interventions along Manchester Road (Phase 1).
- 2.35 The allocation of residual funding from the Park & Ride scheme to the City Centre Walking & Cycling scheme and the Interchange scheme can also be supported given it will support the delivery costs of two schemes considered pivotal to improve connectivity and accessibility to the city centre via sustainable travel choices and to the City of Culture 2025 ambitions.
- 2.36 Approval to development costs to progress the full scheme (Phase 1 & 2) to outline business case can also be supported given the commitment is still to deliver the full Park & Ride scheme. However, it has been agreed that the drawdown of development costs from within this approval to support Phase 2

design work is conditional on the scheme providing an update on its funding strategy for Delivery via alternate funding sources.

Recommendations

2.37 The Transport Committee approves that:

- (i) The change request to the TCF South Bradford Park and Ride and Expressway to approve development costs of £2,191,774 to continue business case development, taking the total scheme approval to £3,546,774. Release of funding to be phased with delegation to the Directory of Delivery to approve Phase 2 funding which will be dependent upon an update being presented to the PAT on the funding strategy for the scheme:
 - Phase 1 – £1,866,449
 - Phase 2 - £325,325
- (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £3,546,774.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	TCF Bradford Interchange Station Access
Stage	2 (scheme development)
Decision Point	Change request (activity 3)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 2.38 Bradford Interchange serves as the main transport hub within the city centre, with around two million using the interchange for rail travel and around eight million for bus travel.
- 2.39 The Bradford Interchange Station Access scheme will improve the experience of using the Interchange. It will create access to the interchange from Hall Ings and will redevelop the interchange into an improved transport hub. The existing NCP car park on Hall Ings, will be demolished to create the space needed to make these improvements. The demolition will remove parking spaces from the city centre, supporting a shift to sustainable transport within the city.
- 2.40 The scheme will transform access between Bradford Interchange and Hall Ings, the City Hall, and City Park, and from there more widely to the key business, cultural, and retail areas of the city centre, through the provision of new and improved pedestrian entrances and routes. Currently, the interchange is a poor gateway to the city centre and does not reflect Bradford's vibrancy and economic ambition. Consequently, visitors arriving by rail or bus are given a poor impression of the city, and it is difficult for them to navigate to and from the city centre.
- 2.41 The scheme will also provide some enhancements to the internal aspects of the Interchange building including new internal layouts, waiting environment, signage and wayfinding, safety and security, welfare facilities and a cycle hub which will complement works already underway by the Combined Authority to move the travel centre.
- 2.42 The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 4 September 2020, where indicative approval was given to the Combined Authority's contribution of £13,200,000 from the Transforming Cities Fund and for work to start on the outline business case.

Since the approval, the proposed scheme has been merged with another scheme making improvements to Bradford Interchange, which is funded by the West Yorkshire + Transport Fund (WY+TF), saving on development and construction costs. Both schemes will now be included in the same business case and will be delivered as one package.

Approval is now being sought through this report, for a change request to the scheme for the changes outlined below.

Description of change

- 2.43 The scheme is seeking approval for additional development costs of £3,367,272. These costs are made up of £380,500 to complete the outline business case and £2,986,772 to progress demolition of the NCP Car Park on Hall Ings.
- 2.44 The development costs are being requested at this time to complete business case development and advance demolition of the NCP car park, which is critical to maintain the timeline and ensure the works are deliverable by November 2024. Demolition of the NCP car park is required early in the programme as it also forms part of the enabling works for the Bradford City Centre scheme with the site intended to be used as an initial compound for the first phases of the construction. In addition, the waste from the demolition will be recycled as fill for the construction of the new Jacobs Well junction.

Tackling the Climate Emergency Implications

- 2.45 This package will reduce the use of private vehicles, increase public transport use and encourage walking. This will reduce traffic congestion and road transport emissions, improve local air quality and when combined with other TCF schemes, deliver a reduction in CO₂ and NO₂ measures at key points in the city.
- 2.46 Options for low carbon construction methodologies are being considered as the scheme is progressing, for example the waste materials from the NCP car park will be recycled for use by the City Centre scheme.
- 2.47 A carbon impact assessment will be undertaken as part of the development of scheme's outline business case.

Outputs and Benefits

- 2.48 The scheme outputs and benefits include:
- Increased trade to the area.
 - Make Interchange a destination within the city.
 - High quality gateway to the city from the station.
 - Improve user experience.
 - Reduced journey time for pedestrians accessing the interchange.
 - Improved safety and security.

- Increase in bus usage.
- Increase in rail usage.
- Increased footfall to the city centre.
- Increased inward investment to the city centre.

Inclusive Growth Implications

2.49 The scheme inclusive growth implications include:

- The scheme will provide improved access to Bradford Interchange the main transport hub in the city increasing opportunity for journeys to be made by public transport and providing for multi model access to facilities, services and opportunities across the city and beyond.
- The scheme will create a high-quality pedestrian access to the Interchange which would dramatically improve how it connects with and ties into the heart of the city centre, transforming the arrival in the city centre for visitors to City Park, Broadway, and the emerging Cultural Quarter

Equality and Diversity Implications

2.50 An Equality Impact Assessment (EqIA) is being developed for the scheme and equality and diversity impacts will be taken account of as part of the development of the scheme and the business case development.

Risks

2.51 The scheme risks include:

- Delays to scheme progression due to stakeholder and public feedback on scheme designs e.g., locations of taxi and disabled parking/drop off being mitigated by early and ongoing stakeholder input including the Combined Authority's Assets team via co-ordinated project board.
- Ongoing legal issues delaying scheme and resulting in the need for a phased approach to delivery increasing costs being mitigated by engaging legal advice and developing options to avoid interface as fall back.
- Scheme budget insufficient to meet design ambitions and inflationary impacts mitigated through procurement route adopted with contractor in place to give input to costings throughout development stages and ongoing value engineering

Costs

2.52 The scheme gained decision point 2 (strategic outline case) approval from the Combined Authority on 4 September 2020, where indicative approval was given to the Combined Authority's contribution of £13,200,000 from the Transforming Cities Fund and £5,650,000 from the West Yorkshire plus Transport Fund. The Inflation Review of Transport Programmes has

recommended an increase in the indicative funding from TCF to £16,381,000 to be enabled through decreases in funding allocations on the West Bradford Cycle Superhighway Extension and South Bradford Park and Ride and Expressway schemes. This will increase the total scheme costs to £22,031,000 which will be considered for approval by the Combined Authority at its meeting in December 2022.

- 2.53 Development costs of £3,037,500 have previously been approved. The scheme is now seeking approval for additional development costs of £3,367,272. These costs are made up of £380,500 to complete the outline business case and £2,986,772 to progress demolition of the NCP Car Park on Hall Ings, taking the total scheme approval to £6,404,722.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	18/11/2022
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	01/07/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	01/10/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/11/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/02/2025

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report Delivery (DP5) timescales remain within 6 months of those outlined in this report.

Appraisal Summary

- 2.54 It has been suitably set out that the development costs being requested at this time will accelerate business case development activities and support the

advanced demolition of the NCP car park, which is critical to maintain the delivery programme of the Interchange scheme and completion of works by November 2024 ahead of the City of Culture 2025.

- 2.55 Demolition of the NCP car park is required early in the programme as it also forms part of the enabling works for the City Centre Walking & Cycling scheme, with the site intended to be used as an initial compound for the first phases of the construction.

Recommendations

- 2.56 The Transport Committee approves that:
- (i) The change request to the TCF Bradford Interchange Station Access scheme for development costs of £380,500 to continue business case development and £2,986,772 advance demolition of the NCP car park, taking the total scheme approval to £6,404,722.
 - (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £6,404,722.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

- 2.57 There are no schemes to review at this stage.

3 Tackling the Climate Emergency implications

- 3.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

4 Inclusive Growth implications

- 4.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

5 Equality and Diversity implications

- 5.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

6 Financial implications

- 6.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

7 Legal implications

- 7.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

8 Staffing implications

- 8.1 A combination of Combined Authority and local partner council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

9 External consultees

- 9.1 Where applicable scheme promoters have been consulted on the content of this report.

10 Recommendations (Summary)

TCF South Bradford Park and Ride and Expressway

- 10.1 The Transport Committee approves that:

- (i) The change request to the TCF South Bradford Park and Ride and Expressway to approve development costs of £2,191,774 to continue business case development, taking the total scheme approval to £3,546,774. Release of funding to be phased with delegation to the Directory of Delivery to approve Phase 2 funding which will be dependent upon an update being presented to the PAT on the funding strategy for the scheme:
 - Phase 1 – £1,866,449
 - Phase 2 - £325,325
- (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £3,546,774.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

TCF Bradford Interchange Station Access

- 10.2 The Transport Committee approves that:

- (i) The change request to the TCF Bradford Interchange Station Access scheme for development costs of £3,367,272, comprising £380,500 to continue business case development and £2,986,772 advance demolition of the NCP car park, taking the total scheme approval to £6,404,722.
- (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £6,404,722.

- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report

11 Background Documents

11.1 None as part of this report.

12 Appendices

Appendix 1 - Background to the Combined Authority's Assurance Framework