

Scheme Summary

Name of Scheme:	Bradford Interchange Phase 2 – Pre-feasibility Option Development
PMO Scheme Code:	WYTF-PA4-001b
Lead Organisation:	CBMDC
Senior Responsible Officer:	Julian Jackson
Lead Promoter Contact:	Tom Jones
Applicable Funding Stream:	WY+TF
Growth Fund Priority Area (if applicable):	Priority 4b
Forecasted Full Approval Date (Decision Point 5):	N/A
Forecasted Completion Date:	Sept 2022 (Q2 22/23)
Total Scheme Cost (£):	£33.612m
WYCA Funding (£):	£0.512m
Total other public sector investment (£):	-
Total other private sector investment (£):	-
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	Transformational Projects

Current Assurance Process Activity: 1



Scheme Description:

The Bradford Interchange site comprises a rail station, a bus station, a shared concourse with travel centres operated by West Yorkshire Combined Authority and Network Rail, as well as car parks, taxi rank and retail premises. The site under consideration by this EOI is in multiple ownership (Network Rail, WYCA, Bradford Council, others (tbc)).

The interchange was built in the 1970's with incremental additions over the years and is on multi levels. It is proposed to make physical improvements to transition the site to be a high quality contemporary gateway / arrival point to the city of Bradford and improve the interchange between different modes of transport at the site.

Since 2014 Bradford Council has engaged in master-planning exercises to attempt to determine the best way to improve the Bradford Interchange station environment. (WYTF have previously funded £80k towards development costs of one of the options (Phase 2A) and completion of this work forms part of an additional EOI (Phase 1 to the WY+TF Station Gateways allocation) – see below)

Previous master-planning work has produced suggested schemes that can be broken down into three long term programme areas:

1. Phase 1 (up to 2026) - proposals that would be both appropriate spend of WY+TF monies (circa £10-£15m) and non-abortive works prior to any more ambitious works as part of Phases 2 and 3 below. The intent of Bradford Council is for Phase 1 works to be funded and delivered as part of the WY+TF. (This is subject to a separate EOI)
2. **Phase 2 (2026 to 2035) – A more comprehensive re-orientation of the interchange environment. Whilst option development for this phase is ongoing, the goal is to create a high quality gateway into the city that enhances the user experience and merits a station of this size and a city as large as Bradford.**
3. Phase 3 (2035+) – NPR. The master-planning work has made a significant contribution towards the advocacy work to bring a NPR station to Bradford city centre. As such this phase is dependent upon the outcome of national discussions as to the future and routing of NPR and has been produced based on assumptions of major national level infrastructure funding coming to the city. Phase 3 is not the subject of this EOI.

This EOI relates exclusively to the **pre-feasibility work required to gain an understanding of the Phase 2 options**. Given the complexity of the Interchange site and the need to develop a high quality gateway that will have a lasting positive impact on the city, Phase 2 requires a thorough assessment of the potential options and their impacts. Crucial to this option development work is the requirement to minimise abortive works, both in relation to short term works as funded by the WY+TF in Phase 1 and in light of the continuing possibility of an NPR station future for the interchange site.

There are 3 options being considered for Phase 2:

1. **Phase 2a - A repurposing and reuse of the current decked structure** on the assumption that that the longer term viability of this structure is agreed as preferable. This option would also be more likely if the location of an NPR station in Bradford city centre were to be ruled out as the repurposing of the deck would likely be abortive in an NPR future.
2. **Phase 2b – Removal of the deck and replacement with a bus station.** Particularly likely if the deck is found to be not fit for purpose and/or where an NPR station is confirmed for Bradford city centre

3. **Phase 2c – Removal of the deck with the provision of the bus station facility in a nearby location.** Also likely if the deck is found to be not fit for purpose and/or where an NPR station is confirmed for Bradford city centre. This option would also be preferable if Phase 2b cannot be found to safely and economically co-locate bus routes and pedestrian movements into the current interchange site.

Of these three options, Phase 2a is the most advanced and is currently the subject of work by SYSTRA to be completed under EoI Phase 1. The structural survey of the deck (proposed to be completed as part of this submission) will indicate whether the retention and alteration of this structure to support the concourse is feasible. However, even if the retention and repurposing of the deck is technically feasible, there remains at this stage the prospect that the long term maintenance and/or visual amenity of this option may be undesirable to key stakeholders. As such it is important that the alternatives (in the form of the Phase 2b and Phase 2c options) are considered. Cost estimates for Phase 2a are to a value of approximately £33m and it is likely that 2b and 2c will have at least this level of cost.

The purpose of this EoI/ request for funding under the Transformational Fund is therefore to undertake required structural surveys (NCP building and Bus Deck) and transport surveys to gather as much technical knowledge about the site as possible. It also seeks to carry out options master-planning on Phase 2A, 2B and 2C and stakeholder engagement to select a preferred option for the site.

At a future stage (not subject to this EoI) CBMDC would, with all Phase 2 options having been considered, look to WYCA colleagues to assist in securing funding for Business Case development on a preferred Phase 2 gateway scheme.

Business Case Summary:

Strategic Case	The strategic fit at a high level is strong. Phase 2 of the redevelopment of Bradford Interchange is about transformation of the site as a modern multi modal transport Gateway. Further work is required as to how this will be achieved in practice and that is the essence of the pre-feasibility work; what approach best achieves the strategic objectives of the scheme?
Commercial Case	The evidence of need/demand for the project from a policy perspective is well understood. Further work is required to understand local commercial needs/demands and opportunities and how they may impact on the project. Pre-feasibility work should unlock evidence of commercial support for the proposed options as part of stakeholder engagement.
Economic Case	Some economic impact assessment has been undertaken primarily for option Phase 2a. The pre-feasibility work will seek to build the economic case across all 3 options for Phase 2.

Financial Case	A breakdown of costs has been provided to undertake the pre-feasibility work which seems proportionate and representative. At this very early stage it is not possible to assess the value for money of the scheme. Once the pre-feasibility work has been completed, further information will be available to understand this, which will support the future development of a business case around the preferred option.
Management Case	The management case in terms of programme management/project documentation is not advanced – as would be expected at pre-feasibility stage. The Case Officer is given to understand that given the various interests that WYCA represents in this project that the membership of current Project meetings will be widened to ensure there is good communication between key stakeholders.