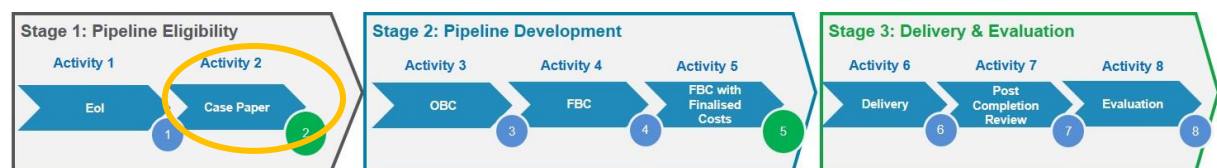


Scheme Summary

Name of Scheme:	Bradford Interchange Phase 1
PMO Scheme Code:	WYTF-PA4-001
Lead Organisation:	City of Bradford Metropolitan District Council
Senior Responsible Officer:	Julian Jackson
Lead Promoter Contact:	Tom Jones
Applicable Funding Stream:	WYTF
Growth Fund Priority Area (if applicable):	Priority 4b
Forecasted Full Approval Date (Decision Point 5):	Q2 2019/20
Forecasted Completion Date:	Q1 2020/21 (Construction end)
Total Scheme Cost (£):	£5.65m
WYCA Funding (£):	£5.65m
Total other public sector investment (£):	0
Total other private sector investment (£):	0
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	£5-10m Rail Station Gateways WYTF

Current Assurance Process Activity: Activity 2



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 ranks and retail premises. The site under consideration is owned by WYCA (primarily) and Network Rail (rail station concourse). There are a variety of lease-holding arrangements between operators/businesses and WYCA – with costs and income generated by the site accruing to WYCA.

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. (A prior approval for £80k towards development costs was approved by WYCA 4th Feb 2016 Combined Authority).

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 £5-£10m) 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.**
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. This is the subject of a separate EoI.
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 to **Phase 1**. The key requirements are:

- Delivery of an **improved gateway environment** on arrival into the city of Bradford - Most critical to this goal is the removal of vehicular movements from the main Bridge Street entrance into the interchange. This would in turn facilitate the creation of a pedestrianised station frontage to provide an improved user experience
- **Reorientation of taxi and drop off facilities** – in order to create the above gateway, those vehicles which currently dominate the station frontage would require an alternative provision. This alternative should in itself be attractive to both customers and the taxi operators.
- **Improvements to station concourses** – as is the case with the Bridge Street frontage, the concourse environments do not provide a fitting customer experience for a station of this scale.
- **Improved intermodal connectivity within the station site** – the improved interchange must provide improved user experiences in passing between modes. This would include both interchange between rail and bus, public transport and taxi as well as coaches and the aforementioned modes.

To Note: There is potential in the scheme to create an at grade link between the Bus and Rail concourse but this may not be progressed if the outcome of Bus Deck Survey work being

undertaken as part of EOI Phase 2: Pre-feasibility option development work suggests this would be abortive.

Also not included in this scheme: Bus Deck resurfacing which may be required in the short term and for which WYCA would be liable and there is currently no funding stream identified (£1.5m potential cost).

This EOI is seeking funding of £100k to refine the above options to providing solutions which are achievable within a £5-10m financial allocation. Any works undertaken are seeking to be non-abortive given that Phase 2 and 3 works will at future stages bring further significant change to this site.

This EOI also includes £20k for completion of Phase 2A master-planning work part funded under previous £80k approval.

A separate EOI has been developed seeking funding to progress the Strategic Case and options analysis for Phase 2 (Phase 2a, b and c) from the WYTF Transformational Projects allocation.

Business Case Summary:

Strategic Case	The Strategic Case for Bradford Interchange Phase 1 Scheme is well developed. It supports the SEP vision and the principle of 'good growth' by supporting the delivery of innovation, good jobs/incomes and improved quality of places. Local Plans and policies, as well as a fit with emergent national strategy around the location of Northern Powerhouse Rail, have been considered.
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. The project seeks to unlock downstream investments in making Bradford Interchange a more investable proposition – taking advantage of emergent strategy with regard to the re/ location of local bus and new national train routes. The Project has not yet considered the procurement solution for the delivery of the final scheme.
Economic Case	The outputs and outcomes of the project and their link to delivery of strategic objectives are realistic and achievable. Economic impact assessments have not been undertaken at this stage to provide an indication of return on investment/ monetarise the impact of the project. It is recommended that there is early liaison with economic modelling support within WYCA to support the economic case and costings included as appropriate.
Financial Case	The financial case has been adequately considered. Costs have been presented split by forecast development and delivery estimates. The predicted costs fit within the allocation budget. Whilst there has been some concern that costings seem modest in comparison with other schemes - a contingency has been included to allow for unforeseen costs. Additional appraisal of the estimated scheme costs is recommended at FBC.

	<p>From a WYCA and Project perspective - existing and future revenue and capital costs/income streams need to be considered carefully as part of future work – including any impact on future liabilities for maintenance/revenue running costs. It recommended that a discrete Business Plan is undertaken for the Interchange by WYCA.</p>
Management Case	<p>The management case in terms of programme management/project documentation is not advanced – as would be expected at EoI. This will be expected by OBC stage.</p> <p>Verbal assurances have been provided by the promoter that the membership of existing bi monthly Project Boards / Project Team meetings will be expanded to include WYCA commercial operations (Assets and Facilities) at the appropriate level.</p>