

## Scheme Summary

<b>Name of Scheme:</b>	WYCA Park and Ride Programme – Mirfield A
<b>PMO Scheme Code:</b>	WYTF-PA4-039g
<b>Lead Organisation:</b>	WYCA
<b>Senior Responsible Officer:</b>	Melanie Corcoran
<b>Lead Promoter Contact:</b>	Sara Brook
<b>Case Officer:</b>	Jessica McNeill
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	West Yorkshire plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4, Infrastructure for Growth
<b>Approvals to Date:</b>	OBC approved Dec 2015 Development Funding allocation at OBC £36,894 Full Business Case Submission target date April 2017
<b>Forecasted Full Approval Date (Decision Point 5):</b>	Friday 24 <sup>th</sup> November 2017
<b>Forecasted Completion Date:</b>	10 <sup>th</sup> May 2018 (programme including snagging)
<b>Total Scheme Cost (£):</b>	£308,863.07
<b>WYCA Funding (£):</b>	Balance of £271,969.07 at Activity 5. £36,894 already approved and allocated to the project.
<b>Total other public sector investment (£):</b>	N/A
<b>Total other private sector investment (£):</b>	N/A
<b>Is this a standalone Project?</b>	Yes – a standalone deliverable project which is part of a wider programme
<b>Is this a Programme?</b>	Yes
<b>Is this Project part of an agreed Programme?</b>	WYCA Park and Ride Programme

**Project Description:**

Between 1998-2011 the number of rail passengers in Yorkshire grew by 65%; this growth is expected to continue with a 37% increase by 2027 (Source: Yorkshire Rail Network Study March 2012).

Car park occupancy surveys conducted by WYCA between 2013-2016 at 46 West Yorkshire rail stations demonstrated capacity issues, especially at peak times; by 9am 48% of rail station car parks were 100% occupied and 86% of car parks were at 90%+ capacity. Suppressed demand at rail station car parks constrains the opportunity to enhance connectivity to, from and within West Yorkshire.

The National Passenger Survey (Spring 2011) for the Yorkshire & Humber region indicates 81% of the respondents who drove, when asked, had no alternative mode of transport to the station and only 59% of respondents were satisfied with car parking at rail stations.

Therefore, as part of the West Yorkshire Plus Transport Fund, a package of car park extensions at rail stations has been identified to enhance connectivity to, from and within West Yorkshire. The purpose of the package is to increase car parking capacity at selected stations to support sustainable employment growth in the main urban centres however it will also support more travel into and between the urban centres by rail for other purposes. The package will produce other local benefits such as the reduction in on-street parking. The Programme Mandate defined the scope of works to the rail station car park only and did not include the rail station itself, adjacent highways or alternative modes of transport to and from the rail station.

The package has been identified as an early win for the Transport Fund and the programme consists of 15 sites that have been prioritised according to deliverability, in particular sites that have adjacent Network Rail land available.

There is a risk with the scheme in that the long term ability to use the site for the Trans Pennine Route Upgrade (TRU) is an ongoing uncertainty. The timescale of the need for TRU is some years off and on this basis, the Programme Board has agreed to progress with works on the site identified on a low cost minimum standard car park design to ensure works are reflective of the long term uncertainty of use.

The extension of the existing rail station car park at Mirfield A will provide the following:

- 56 standard car parking spaces.
- 3 Blue Badge car parking spaces.
- An increase in overall car park capacity, from 35 to 59 (an increase of 68%).
- CCTV and lighting.

**Business Case Summary:**

<b>Strategic Case</b>	<p>The strategic case for the project was comprehensively made at the outline business case and has been strengthened further within the full business case.</p> <p>The approach to increase parking within secure, dedicated surface car parks will deliver localised benefits in terms of improved access to the rail network and support sustainable employment growth in the main urban centres.</p>
<b>Commercial Case</b>	<p>The scheme is being delivered on Network Rail owned land. In this regard certain restrictions and statutory obligations have to be adhered to. To manage time and funding effectively and in consideration of lessons learnt from earlier sites in the programme, delivery will be via the preferred option through the Train Operating Company (TOC).</p>

<b>Economic Case</b>	The scheme appraisal presents a ' <b>Very High</b> ' Value for Money (VfM) category with a <b>BCR of 3.8</b> .
<b>Financial Case</b>	Total project costs for Mirfield A are £308,863.07 which includes contractor contingency and staff costs.
<b>Management Case</b>	<p>Clear and consistent Project Governance is in place with dedicated project and programme resource.</p> <p>A clear delivery path has been agreed with all stakeholders and a contractor has been tendered through the required Rail Industry Specification framework by the Train Operating Company.</p>