

**City of Bradford Metropolitan District Council
& West Yorkshire Combined Authority**

Brief to Tender

Bradford Forster Square Station Gateway

Background to Project

Bradford District is the fifth largest local authority area in the UK with a population of 528,000. The district has the fastest growing working age population outside of London and with 24% below the age of 16 (compared to a national average of 19%) Bradford is one of the youngest cities in Britain. With a rapidly growing population there is an expectation that 42,000 new homes should be built in the district by 2030. The district also has the eleventh largest economy in the UK with the ninth highest number of businesses per head and the third largest manufacturing sector. The UK's largest inter-city movement of commuter journeys is between Bradford and nearby Leeds.

The City of Bradford has seen significant regenerative change in recent years. After a long hiatus, the Broadway shopping centre was finally completed and opened in late 2015. Before this the City Park development set the scene for a new and increasingly positive economic outlook for the city and district. Despite these positive regenerative milestones, the city continues to be viewed as having a transport infrastructure which does not appropriately reflect the scale of the population or the economy that it serves.

Central to this critique are the two rail stations serving the city centre, Bradford Forster Square and Bradford Interchange. Since late 2013 the Council has led in procuring the development of Station Masterplans for the two rail stations. This led to the completion of separate masterplanning documents for each station in October 2014 (Appendix xx). Each of the masterplans was produced to provide the critical conceptual basis upon which later architectural and technical design, appraisal processes and ultimately site construction will be based.

Within this context, the concepts created as part of the masterplanning stage have been developed into an outline business case. This was submitted to the West Yorkshire Combined Authority, gaining approval in April 2017 (Appendix xx). This now allows the project to work up the outline design to a detailed stage, and submit and Full Business Case.

Project Issues Aims and Objectives

Existing Issues

- Lack of sense of arrival at the station or sense of arrival in Bradford;
- Poor waiting facilities and a poor waiting environment (as it is not enclosed) at the station;
- Anti-social behaviour issues in the vicinity of the station which affect the perception of safety at the station which in turns affects usage of the station;
- Access to the station for persons with reduced mobility outside of the lift operating hours and when the lift of out of commission;
- Severance issues due to limited operating hours of station lift and School Street entrance to the station; and

- Lack of visibility of the station from Valley Road and St. Blaise Square.

Strategic aims

- City of Bradford Metropolitan District Council – to support the sustainable growth of Bradford and improve movements into and around the city centre; and;
- West Yorkshire Combined Authority – to deliver the station as part of the WY+TF Stations Gateway Programme to achieve enable growth in Bradford and the wider Leeds City Region

Project Objectives

The Bradford Forster Square station will see the re-development of the existing station to provide a new, high quality, modern station facility which will significantly enhance the user experience, providing an attractive and welcoming gateway to the City of Bradford.

The proposed scheme will see significantly improved facilities provided at the station with the main station building providing toilets, a dedicated café and a ticket office/information centre which will be equipped with ticket vending machines. Seating will be provided in the main concourse area.

The station will also include a separate newsagents located within one of the four pods to be located within the existing station arches. The other three pods will house cycle parking, a mess room for Network Rail and/or Northern staff and a mess/storage room to be provided for the Community Garden and Meadow Area. Cycle parking will also be provided outside the station.

Two lifts to School Street will be provided in place of the existing lift/stair core. These lifts will be operational between the first and last train times, which will significantly improve connectivity and reducing severance to School Street, Darley Street and the Markets. It will promote a significant improvement in inclusive access to the station.

The scheme will also deliver significant public realm improvements both on the forecourt area and at the Lower Kirkgate pedestrian entrance at the former Westfield Compound, which will also promote enhanced connectivity to Broadway and the city centre. In the forecourt area, facilities for taxi and private vehicle pickup and set-down will be provided while provision for buses will also be made. Access to the existing Centenary Court building will be maintained however, there is a continuing investigation to understand whether the point of vehicular entry into this building can and should be reoriented to be from the Lower Kirkgate side.

A total of 75 car parking spaces will be provided in the main car park, including four accessible spaces. The accessible spaces will be located approximately 80m from the station entrance with rest points provided within 50m of the spaces and station

entrance. Electric vehicle charging points are also proposed and these will also be accessible to electric taxis.

The Community Pocket Park, located adjacent to Platform 3, will provide a space to be managed by a community group(s) via the Northern Friends of Stations engagement programme. This will be an area of hardstanding and/or soft landscaping and will be accessible from the main station concourse only.

Providing two lifts connecting to School Street rather than one (existing) to ensure that connectivity to the City Centre, particularly Darley Street, is promoted. A third lift, connecting to Broad Street could be added in the future;

Providing toilets within the main station building which can be maintained to an appropriate standard and to ensure that they do not attract anti-social behaviour.

CONCEPT DRAWINGS HERE

Commission Outputs (Activity Schedule):

Based on the development of the project to date, the required output of this commission is to take project development to a detailed design stage. The key output of this is a detailed, single costed option to allow the project to engage the market to construct the station. As with all stages of project development, this commission will be subject to WYCA's assurance framework, detailed in Appendix xx. The expected outputs of this stage of work are a number of deliverables associated with a Full WebTAG compliant Business Case development. In addition to this, Compliance with rail industry standards will be a key element of project development. Project development will also be subject to Network Rail assurance through GRIP. It is expected that the project will align FBC submission with the GRIP 5 approval stage, although this is potentially negotiable as the Asset Protection Agreement is finalised with Network Rail.

With the above in mind, the following deliverables are expected as part of this commission:

- Development of Full Business Case documentation that complies with WYCA's assurance framework. Key elements for consideration are:
 - Economic Case – Appraisal Specification Report (ASR) – As a priority, produce a WebTAG compliant ASR that outlines the approach to economic appraisal. This can then be used as a basis for updating the existing model alongside other aspects of the economic case.
 - Strategic Case – update required in line with project development.
 - Financial Case – update with detailed cost estimates that relate to detailed design of the station.
 - Commercial Case – clear procurement strategy will need to be developed to allow the project to progress to the construction phase
 - Management Case - will need to be updated to reflect any changes in project development
- Manage the Network Rail Interface through the use of xxxxxxxx
 - To lead the negotiation of the requirements of the Basic Asset Protection needed to deliver the scheme. This will allow a detailed programme of

development to be produced that reflects all decision points/sign off requirements associated with GRIP/rail industry compliance.

- Alongside CBMBC, Manage ongoing relationship with Network Rail as the project develops.
- To provide expert advice as to the most efficient route to deliver the scheme through the rail industry.
- This management of the Network Rail Interface should be treated as a specific requirement to provide specialist expertise in the understanding of Network Rail systems, procedures, practices and how to get the job done in line with a 3rd party client / project management expectation. Bidders may wish to consider a subcontract to ensure this expertise is secured.
- Do we need an additional bullet about the attribution of assets to partner responsible parties and the associated RAG rating?
- Develop all detailed design drawings associated with the various elements of the scheme.
- To undertake a number of investigations/surveys, including:
 - Ground Investigation (Noted that this can present a situation of a large variation and differences of opinion on scope required. It was proposed to request that the tenderers be asked to price establishing the scoping document and price for managing the delivery of a set sum of work. This provisional sum would be put into the cost separately)
 - Necessary statutory environmental surveys and reports associated with scheme development.
 - Railway arches investigations - This includes arches that will form part of the new station concourse, as well as those adjacent to the pedestrian access from Cheapside.
 - Disability Impact assessment.
- Pedestrian Modelling (With input from Network Rail), including fire evacuation analysis. This is intended to inform the development of the detail design to ensure the final design reflects passenger movements.
- Detailed project programme - As mentioned, particular attention should be paid to the interface with Network Rail and the key decision points/sign off to ensure a GRIP compliant design.
- Planning application input – to assist with any necessary planning application/land transfer requirements of the scheme
- Stakeholder consultation – to lead any required consultation with key project stakeholders.
- Phasing and buildability
- Temporary station operation requirements – to plan for how the station will be managed during the construction phase. This should form part of the negotiation with Network Rail as part of the Asset Protection Agreement, and form part of the detailed project programme.
- To liaison with CBMDC internal teams, including
 - Landscape team – to jointly develop landscape proposals. This process will also have to be rail industry compliant, meet Office of Road and Rail requirements, have consideration for disabled users of the station environment and be compliant with police security in design expectations. The Landscapes team will also lead in the design of the Pocket Park and will do so in close consultation with Friends of the Station community partners

- Highways team –Collaborative working with Highways team to design elements of highway boundary interface
- To lead on an updated Risk register with all involved stakeholders. Particular attention will need to be given to the interface with Network Rail/Rail Industry risk.
- To manage and plan for the necessary Approvals required from CBMDC internal boards/committees.
- Notify who will be Principal Designer
- Building regulations control
- Based on the final detailed design, prepare the contract document for the construction phase of the project.
- Identification of Friends of the Station partners in collaboration with the CBMDC Landscapes team

BMDC require submission of tender no later than xxx.

5. Key Assumptions

The scheme can be delivered on existing Network Rail land and progressed under permitted development. All other land needed to develop the scheme is currently with in CBMDC ownership and CBMDC acting as the highway authority would be able to make changes to the adjacent road network in accordance with regulations to enhance access to the station.

Whilst most of the works can be completed without interacting with existing railway operations there is a likelihood that Network Rail possessions will be needed to deliver elements that are close to the operational railway (eg: platform canopies). It is therefore essential that the project programme and cost allocation reflects the likely impact of any necessary possessions. It would also be advantageous to co-ordinate and possessions other maintenance closure to achieve efficiencies.

In order to progress the scheme in the timeliest and resource efficient manner, Network Rail has indicated a willingness to progress the scheme though an Asset Protection Agreement. It is assumed that Network Rail continues to support this contractual route for project development.

The associated Train Operating Companies (Northern, Virgin Trains East Coast) will continue the support of the project.

WYCA and CBMDC reserve the right to share any documentation produced by Network Rail directly in relation to the work funded by the WY+TF with other District and industry partners. The Project Manager will lead all communication with relevant partners engaged.

6. Project Governance

Production of the deliverables should follow both WYCA and Network Rail's assurance frameworks where applicable.

CBMDC will provide project management in support of the delivery of the commission. CBMDC will also provide project support. This project support will also provide oversight on technical aspects of option design. CBMDC will also provide the reporting relationship of the project to the relevant board, the CBMDC WY+TF Programme Board. Members of the WYCA employed WY+TF Programme team may also supply project support as and when

required. WYCA staff with technical understanding of the 5 cases model form of assurance will also need to be consulted on the approach to appraisal taken to ensure the proposal is in line with their requirements. The commissioned project team will be required to meet with the CBMDC project manager and support team on a monthly basis. They may also be required to contribute to production of the written report to the Programme Board. Other meetings will be arranged on an ad hoc or regular basis, as necessary.

CBMDC programme representation – TBC
CBMDC project management - TBC
CBMDC technical support (structures) - TBC
CBMDC technical support (highways) - TBC

Included Documents

GRIP report
OBC/Gateway One
WYCA Economic Appraisal Comments
Contact list including stakeholders
Land ownership details/maps
Masterplan documentation
Existing surveys
Public consultation results

Quality Questions – These questions will be critical in determining the ability of bidder companies to undertake the brief as set out above. The final form of the quality questions is yet to be determined. Previous work has however identified some of the broad themes that the questions can / should cover. These themes are set out below for member comment:

- Buildability – how will the contracted designer ensure that the detailed designs they work up will be buildable in the construction phases that follow
- Value engineering – control and management of practical project costs to be within agreed budgets
- Approach to stakeholder management
- Approach to pedestrian movement modelling
- Approach to Environmental Impact Assessment & Design Impact Assessment
- Teamwork experience with contractors – ensuring that the design phase will lead through to construction without prohibitive issues emerging
- Provision of names of parties they would appoint to engage to provide buildability advice.