

# Report of the Strategic Director – Place to the meeting of Bradford South Area Committee to be held on 15 February 2024

Y

---

## Subject:

Report on the development of proposals for a Park and Ride site in South Bradford

## Summary statement:

This report covers the history and context of proposals to develop the South Bradford Park and Ride scheme. It covers historic and recent developments.

## EQUALITY & DIVERSITY:

Equality assessments - Please consider and comment on the equality impacts of any new, review, or removal of policies, practices, strategies, services or functions. In some instances this may require the completion of an equality impact assessment form. Full guidance is available on BradNet.

Equality objectives – if the work presented contributes to one of the Council’s equality objectives a statement must be provided to explain what and how (more detail available in the report guide).

---

David Shepherd  
Strategic Director - Place

## Portfolio:

Regeneration, Planning & Transport

Report Contact: Darren Badrock  
Principal Engineer Network Management  
Phone: 07582 101408  
E-mail: [darren.badrock@bradford.gov.uk](mailto:darren.badrock@bradford.gov.uk)

## Overview & Scrutiny Area:

Regeneration & Environment



## **1. SUMMARY**

- 1.1 This report details the background and continued development of the Park and Ride proposals in South Bradford as part of the Transforming Cities Fund programme.

## **2. BACKGROUND**

- 2.1 Park and Ride proposals were first put forward for South Bradford in 1999-2000
- 2.2 The original scheme allowed for a continual guided bus link from a site to the rear of Bradford Bulls Stadium through to the City Centre via Manchester Road.
- 2.3 The initial scheme was only partially completed at the time, with the guided busway being constructed from the City Centre through to Odsal Interchange.
- 2.4 Plans for the development of a parking area as part of the original scheme were subsequently put in abeyance due to cost constraints at the time, following the redesign of the Staithgate Interchange.
- 2.5 The announcement of the Transforming Cities Fund (TCF) in 2019 enabled the Planning, Transportation and Highways team to develop a coordinated package of projects to regenerate Bradford City Centre. These projects were designed to complement each other, with a view to reducing congestion within the centre area and contribute to the clean air strategy in areas of worst exceedance.
- 2.6 The Park and Ride project was subsequently revisited and proposed for inclusion in the TCF programme and following a successful expression of interest, development funding was awarded in September 2020, however progress on the scheme stalled during the pandemic period across 2020-2021
- 2.7 The initial TCF proposal was to build on previous plans to develop the former Odsal waste tip site at the rear of the Bradford Bulls stadium, utilising a vehicle entrance fed from M606 Junction 2 (via Staithgate Lane), with bus services running across Rooley Lane and via a newly constructed bus corridor around the edge of the Richard Dunn site to connect onto Manchester Road at the start of the existing bus guideway.
- 2.8 Transport modelling and demand assessments suggested that a 750-space car park be designed, and subsequently due diligence on the proposal was undertaken through the Strategic Outline Business Case process.
- 2.9 This process undertook extensive research into the area including survey elements that had not been part of the original proposal, to determine the viability of the site.
- 2.10 At this point it became apparent via geotechnical surveys and ground bearing assessments that the former Odsal Tip site required remediation in terms of general compaction before any construction could take place – in context, the tip site is fill ground some 80m deep through to the valley floor and the weight of construction of the car park surface terminal structures and other facilities, and subsequent earthworks would need to have been supported on the fill ground.

- 2.11 These assessments also revealed the presence of abandoned mine workings on the valley floor prior to the area's use as a tip that were subject to incomplete capping records.
- 2.12 These two factors led to a revised risk assessment for the scheme that ultimately led to the decision to abandon the originally chosen site as the cost of remediation ground works would have been prohibitive.
- 2.13 Subsequently, other sites were then sought for a potential parking area large enough to meet the identified demand. However, vacant plots within the area close to the motorway were not of sufficient size or immediately accessible.
- 2.14 Given the vacant status of the former Richard Dunn site, and the existing use of the hardcourt area within that site for match day parking at the Bradford Bulls stadium and other event parking. It was determined that there was potential for redevelopment of the area into a park a ride facility of similar size to the original demand assessment.
- 2.15 Approval to proceed with the development of designs for the Park and Ride scheme incorporating the Richard Dunne site was given by Executive in September 2022
- 2.16 As such, initial design feasibility and due diligence was subsequently carried out on the Richard Dunn site, which has resulted in the current proposal for a parking area linked to the M606 via the existing Rooley Lane dual carriageway.
- 2.17 A geotechnical study was undertaken on the centre site during 2023, and a Heritage Impact Assessment was carried out to determine the feasibility of wider developments on the site.
- 2.18 The parking area proposal was developed parallel to considerations for the relocation of St. James Market, a Levelling Up Fund (LUF) bid for the wider development of the Odsal area, ongoing marketing of the site for future development by the Authority's Estates Team and other operational Authority considerations.
- 2.19 The proposals included in paragraph 17 above, were further complicated by the listing of the Richard Dunn Centre, which had previously been set for demolition but is now to be preserved. As such the commercial scope for the site has decreased and options for development are limited.
- 2.20 Given the limited development options for the site it was determined that a public consultation be undertaken relating to the wider Transforming Cities Fund Park and Ride Project.
- 2.21 The Park and Ride project consultation commenced the Summer of 2021 and then again most recently on Thursday 9th November and Thursday 21st December 2023, the consultation was subsequently extended until Monday 15 January 2024 to allow for an additional drop-in event to be held and to give people more time to fill in the survey over the Christmas period.

2.22 The Consultation package for the scheme has been as follows :

<b>Method</b>	<b>Number</b>	<b>Dates</b>
Website and Survey	<p>A total of 1.84k website views.</p> <p>A total of 458 visitors who viewed an image or a document, visited the FAQ page or started the survey and dropped off.</p> <p>A total of 213 survey submissions</p>	Between 2 November and 29 December 2023
Consultation Postcards	7,044	
Stakeholder Emails – Ward Councillors (Wyke, Little Horton, Royds, Wibsey)	4	
Stakeholder Emails - Heritage groups. The District Mobility Planning Group, Cycling Groups, Community Groups, local businesses	130	
Press releases (Two press releases were sent out as part of the consultation with both being picked up and published in the Telegraph & Argus)	2	<p>14<sup>th</sup> November 2023</p> <p>9<sup>th</sup> December 2023</p>
Councillor Briefings via Teams	3	<p>18<sup>th</sup> October 2023</p> <p>1<sup>st</sup> November 2023</p> <p>6<sup>th</sup> December 2023</p>
Stakeholder Briefings – 25 invites	3 briefings (Sustrans, Mobility Planning	

	Group and Bradford Bulls)	
Community Access Points (CAP sites)	21 invitations, 8 sites hosted consultation posters and post cards	
Public Drop in Session invitations by direct letter to 6,855 addresses	4	<p>23rd November 2023 between 2-6pm at the Sedbergh Sports Centre</p> <p>30th November 2023 between 1-5pm at Bradford City Hall</p> <p>12th December 2023 between 4-7pm at the Mayfield Centre</p> <p>9th January 2024 between 4-7:30pm at St Matthews School.</p>
Door-to-door business engagement along Manchester Road		12th December 2023

A summation of the results of the consultation can be found in Appendix A

### 3. OTHER CONSIDERATIONS

3.1 The outcome of the public consultation will determine the approach to be taken with regard to the wider park and ride scheme.

Options exist to split the scheme in to three unique elements which can be mixed/matched as follows;

- Targeted bus improvements along the Manchester Road corridor.
- Development of the Parking Area on Richard Dunn.
- Development of Active travel options and improvements to National Cycle Route 66 which passes through the southern portion of the City.

- 3.2 The above options will be included in an Outline Business Case submission to West Yorkshire Combined Authority, together with a recommendation on a way forward to proceed. This submission has not yet been finalised.

#### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 Transforming Cities Fund scheme work is funded externally via DFT via a capital grant monitored by West Yorkshire Combined Authority.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

None

#### **6. LEGAL APPRAISAL**

- 6.1 Any works undertaken are to be carried out utilising statutory improvement powers granted to the Highway Authority under the Highways Act 1980

#### **7. OTHER IMPLICATIONS**

##### **7.1 SUSTAINABILITY IMPLICATIONS**

Park and Ride sites are a sustainable option in managing the influx of commuters and visitors into City Centres – numerous examples of such sites exist nationwide.

##### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

The development of a Park and Ride site contributes to the Authority's climate emergency response by reducing congestion within the City Centre and creating a cleaner and more sustainable 'last mile' journey via green transport methods.

##### **7.3 COMMUNITY SAFETY IMPLICATIONS**

The conversion of the Richard Dunn site to a park and ride facility will enhance the general security of the immediate area via improved lighting and CCTV

##### **7.4 HUMAN RIGHTS ACT**

No impact

##### **7.5 TRADE UNION**

No impact

##### **7.6 WARD IMPLICATIONS**

- 7.6.1 The creation of a Park and Ride site would result in the redistribution of traffic in the immediate area of the former Richard Dunne Sports Centre.

- 7.6.2 The parking area would be in use for extended hours over and above the current site usage as a temporary car park.
- 7.6.3 The creation of a park and ride facility may have future benefits should patronage at Odsal Stadium increase, or in terms of use for wider city events.
- 7.6.4 The adoption of the targeted bus improvements and active travel options will have a positive impact on modal shift away from the use of private vehicles together with ancillary benefits in term of sustainable travel options, cleaner air and associated public health benefits.

## **7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

### **7.7.1 Better Skills, Moor Good Jobs and a Growing Economy**

The development of the Park and Ride site may open up travel opportunities within the community, attract further business to the area and increase access to the area for employment purposes.

## **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

The provision of a park and ride site may have a positive impact on the travel choices children and young people which would be considered during any future development of the project.

## **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

None

## **8. NOT FOR PUBLICATION DOCUMENTS**

None

## **9. OPTIONS**

The committee is asked to note the above information.

## **10. RECOMMENDATIONS**

That the committee notes the contents of this report.

## **11. APPENDICES**

Appendix A – Consultation Response summary.



## **12. BACKGROUND DOCUMENTS**

- 12.1 Report to the Executive by the Strategic Director – Place – September 2022  
“Bradford Transforming Cities Fund Programme – Document P”