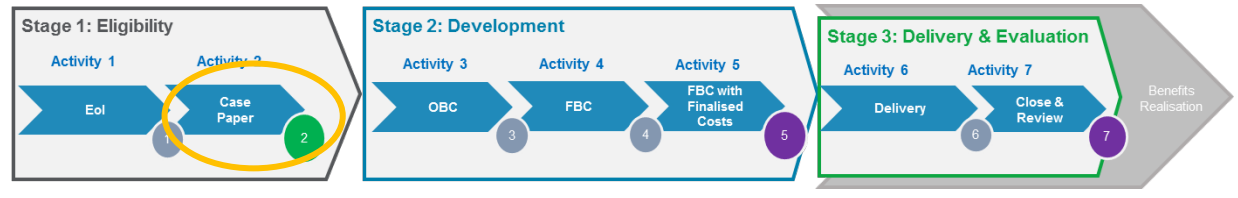


Scheme Summary

Name of Scheme:	South East Bradford Link Road (SEBLR)
PMO Scheme Code:	WYTF-PA4-004
Lead Organisation:	City of Bradford Metropolitan District Council (CBMDC)
Senior Responsible Officer:	Richard Gelder, Bradford Council
Lead Promoter Contact:	Ben McCormac, Bradford Council
Case Officer:	Sarah Ratcliffe, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Grant – West Yorkshire Transport Fund
Growth Fund Priority Area (if applicable):	N/A
Approvals to Date:	N/A
Forecasted Full Approval Date (Decision Point 5):	October 2022
Forecasted Completion Date (Decision Point 6):	October 2026
Total Scheme Cost (£):	£43.3- 64.2 million (from OBC to scheme delivery and evaluation, costed for a number potential alignment options)
Combined Authority Funding (£):	West Yorkshire-plus Transport Fund
Total other public sector investment (£):	None
Total other private sector investment (£):	None (CBMDC will pursue third party/developer contributions for the scheme)
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No

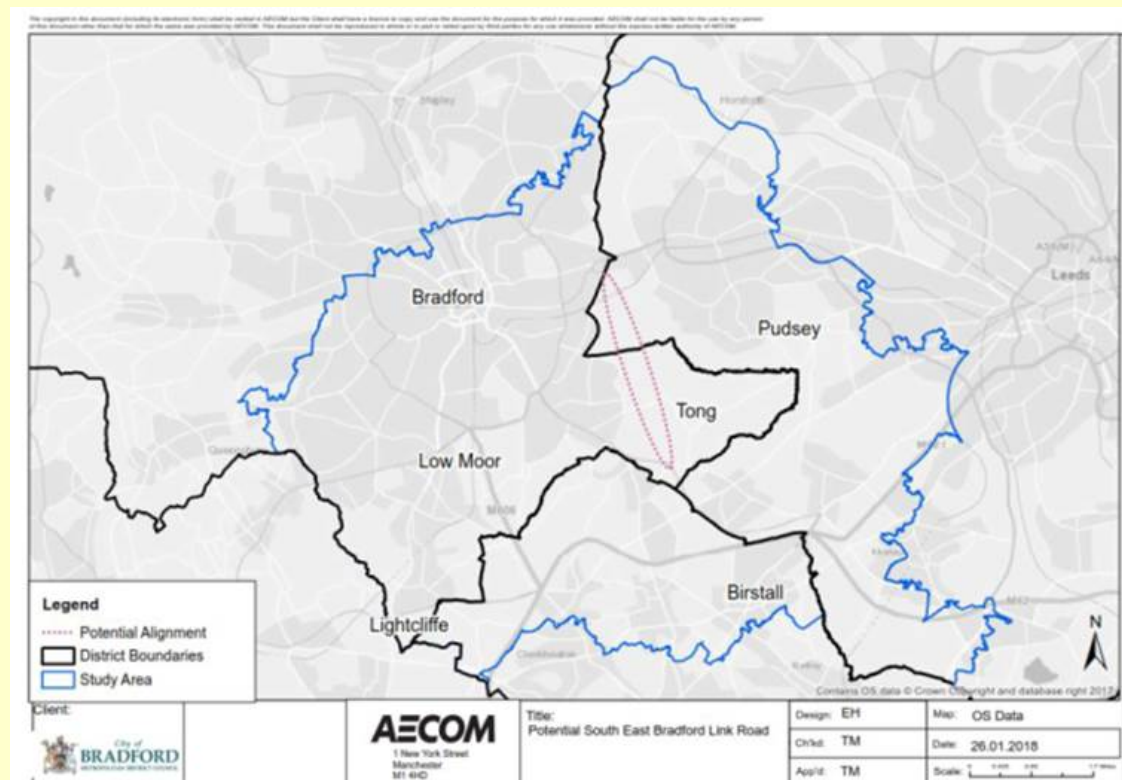
Current Assurance Process Activity:



Scheme Description:

The **South East Bradford Link Road (SEBLR)** would deliver an improved transport corridor to the east of Holme Wood and north of the A650 Westgate Hill Street. The corridor can support housing and regeneration targets by unlocking growth sites and improving access to Holme Wood. It would also help address congestion on existing routes and contribute to improved connectivity in south east Bradford and neighbouring areas. Benefits of the corridor could also be harnessed by public transport operators.

As part of the initial prioritisation work for the West Yorkshire -plus Transport Fund, a corridor (see indicative map below) was identified between the end of Drighlington by-pass and Dick Lane. Further feasibility work has now been completed to identify potential alignment options. These include strategic, cross-boundary routes and shorter non-strategic routes contained wholly within Bradford that would help address existing transport and connectivity constraints and support housing growth plans.

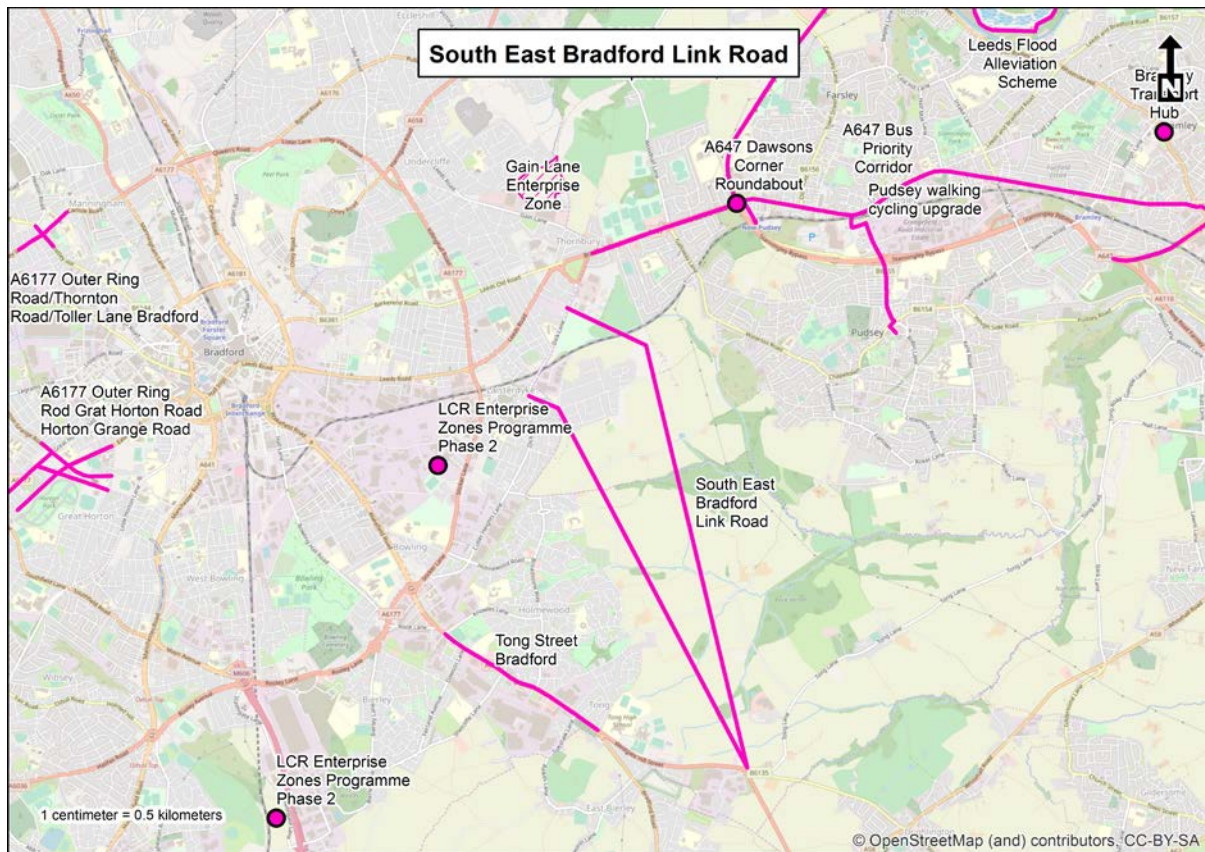


Business Case Summary:	
Strategic Case	<p>The Need for Intervention Report (NfIR), which accompanies the EOI submission, sets out the strategic drivers for the scheme. It highlights the need for highways improvements to unlock land for housing development and to address existing issues with traffic congestion and journey time reliability in the study area.</p> <p>Route alignment options, which have the potential to reduce traffic on parallel routes and improve network resilience, including in relation to strategic routes, have been identified. The scheme would contribute significantly to strategic aspirations for sustainable economic growth in West Yorkshire by unlocking land for housing development and providing additional highway capacity to support long-term economic growth in Bradford and Leeds (including potential through access to Leeds Bradford Airport depending on the option promoted). Connectivity improvements would also help improve access to employment and education opportunities for local residents.</p> <p>Five scheme objectives, which are designed to align with the priorities of the SEP, have been identified. Indicators have also been defined against each scheme objective to provide a basis for measuring the performance of the scheme. The identification of preferred scheme options included an assessment of options against the strategic objectives and indicators.</p>
Commercial Case	<p>The scheme would help to address congestion in South East Bradford which currently impacts on journey time reliability for journeys to and from Bradford city centre, and wider connectivity to Leeds and the Strategic Road Network (SRN).</p> <p>It would help address local congestion on roads in neighbouring Holme Wood by reducing inappropriate traffic routing through the area, which can support local commuter trips to employment locations in Tong.</p> <p>The scheme is also required, to open up land for housing development, thereby contributing to Bradford Council's (CBMDC) Local Plan target of delivering 6,000 homes in South East Bradford. Over 2,500 homes could be unlocked by this scheme . It will also support regeneration and investment in neighbouring Holme Wood and nearby strategic employment sites, with potential options benefiting through access to Leeds-Bradford Airport.</p> <p>A procurement strategy will be developed as part of work to develop the scheme to Outline Business Case. The procurement strategy will be designed to ensure that value for money is secured and that compliance is achieved with all relevant legislation, while ensuring the necessary controls are in place. It will also ensure the selected option delivers the ambitions of the scheme and CBMDC.</p>
Economic Case	<p>An initial assessment of the traffic impacts has identified the potential for the scheme options to deliver a range of journey time savings in the study area when compared to the baseline position. The scale of impact varies</p>

	<p>in relation to the alignment and tie-in options. However, all options have the potential to reduce traffic and improve journey time reliability on other local routes and at congested junctions such as the junction of Tong Street and Bradford Road (A651). The scheme would facilitate significant housing growth in South East Bradford and also support wider economic growth in Bradford and at strategic employment sites in neighbouring Leeds and Kirklees (in particular the strategic alignment options).</p>
<p>Financial Case</p>	<p>Preliminary estimates have been independently developed to identify the cost of developing and constructing a number of potential route alignments in the corridor. Further development of the costs will take place alongside the work to be undertaken in support of the outline business case.</p> <p>No other funding has been agreed at this stage. CBMDC will pursue third party/developer contributions for the scheme through discussions with developers and land owners relating to the urban extension that will be enabled through the new link road to support the housing market.</p>
<p>Management Case</p>	<p>The delivery of the scheme is to be managed by Bradford City Council with further consideration of the delivery arrangements to be explored as part of the Outline Business Case. An initial programme has been developed with projected scheme delivery between 2023 and 2025.</p> <p>The development of scheme options has been informed by initial feasibility work to identify options that minimise potential environmental and delivery constraints. A log of key risks and mitigating actions has been recorded through the risk register. Reflecting the potential impact on Green Belt designation, the SEBLR work is being co-ordinated with the ongoing Green Belt Review process. The scheme also seeks to complement a number of wider schemes being developed as part of the West Yorkshire-plus Transport Fund, including proposals for UTMC, SCOOT and MOVA upgrades, highway improvements proposed for Tong Street and junction improvements at the junction of Harrogate Road and New Line.</p> <p>Key supporting documentation accompanying the EOI form includes a high-level programme, a risk register and a benefits register. Supporting technical work includes the Need for Intervention Report, a modelling review of scheme options and an Output Definition Document summarising the option development and assessment process (including identification of delivery constraints).</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>