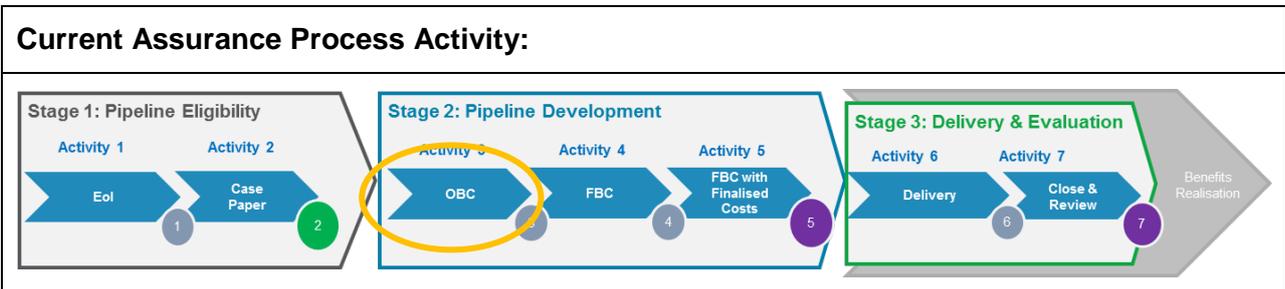


Section A: Scheme Summary

Name of scheme:	CCAG Phase 3: Cooper Bridge (Bradley to Brighouse Cycle Route)
PMO scheme code:	LTP-CCAG-003b
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Keith Bloomfield
Lead promoter contact:	Miguel D'Souza, Kirklees Council Fiona Limb, Combined Authority
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant - West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 - Infrastructure for Growth
Approvals to date:	<p>Approval of Phase 3 at a Programme Level:</p> <p>Combined Authority Call for Projects EOI 28 June 2018 - indicative approval of £14.824 million total cost, of which £12m to be funded from the Transport Fund, circa £2.1 million CCAG match.</p> <p>Senior Leadership Team 14 December 2018 - RfD approving CCAG Phase 3 development funding to the value of £350,000 from the Transport Fund, within which £65,000 allocated to Kirklees Council, of which £15,000 attributed to this scheme, to progress to OBC (decision point 3).</p>
Forecasted full approval date (decision point 5):	April 2020
Forecasted completion date (decision point 6):	March 2021
Total scheme cost (£):	£2.328 million
Combined Authority funding (£):	£1.862 million West Yorkshire-plus Transport Fund
Total other public sector investment (£):	£465,500 Highways England (applied for)

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?	Yes - CCAG Phase 3

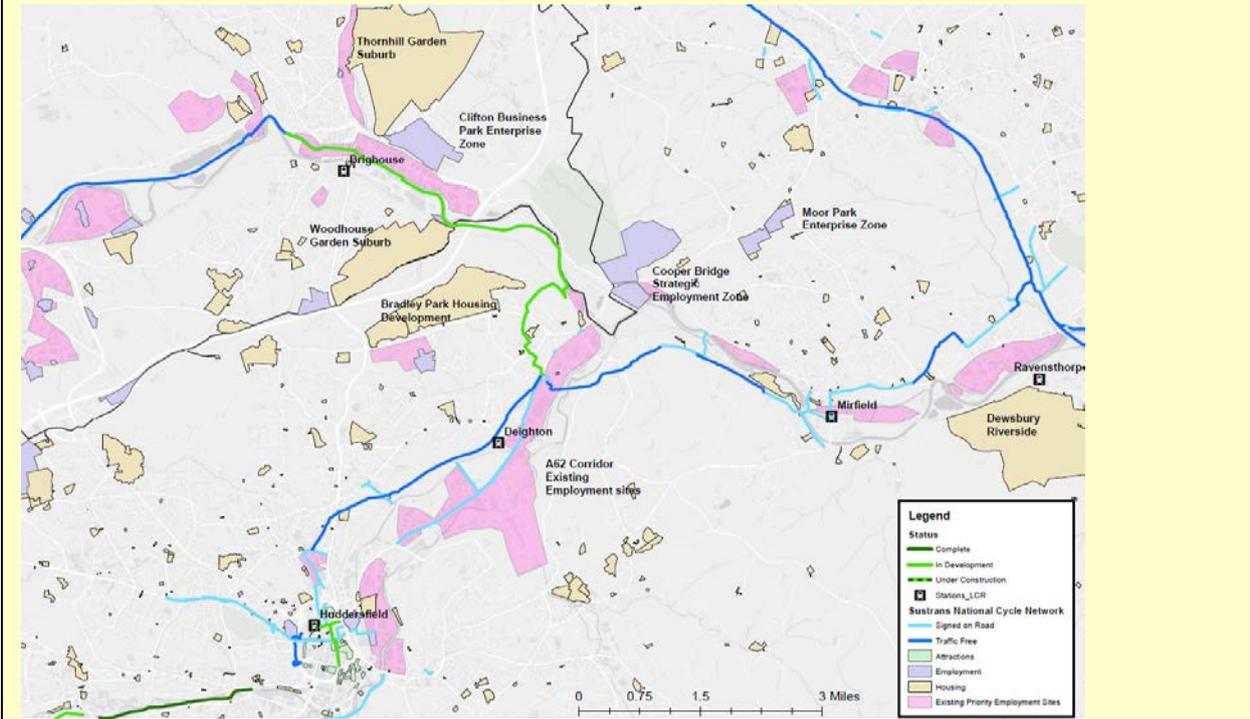
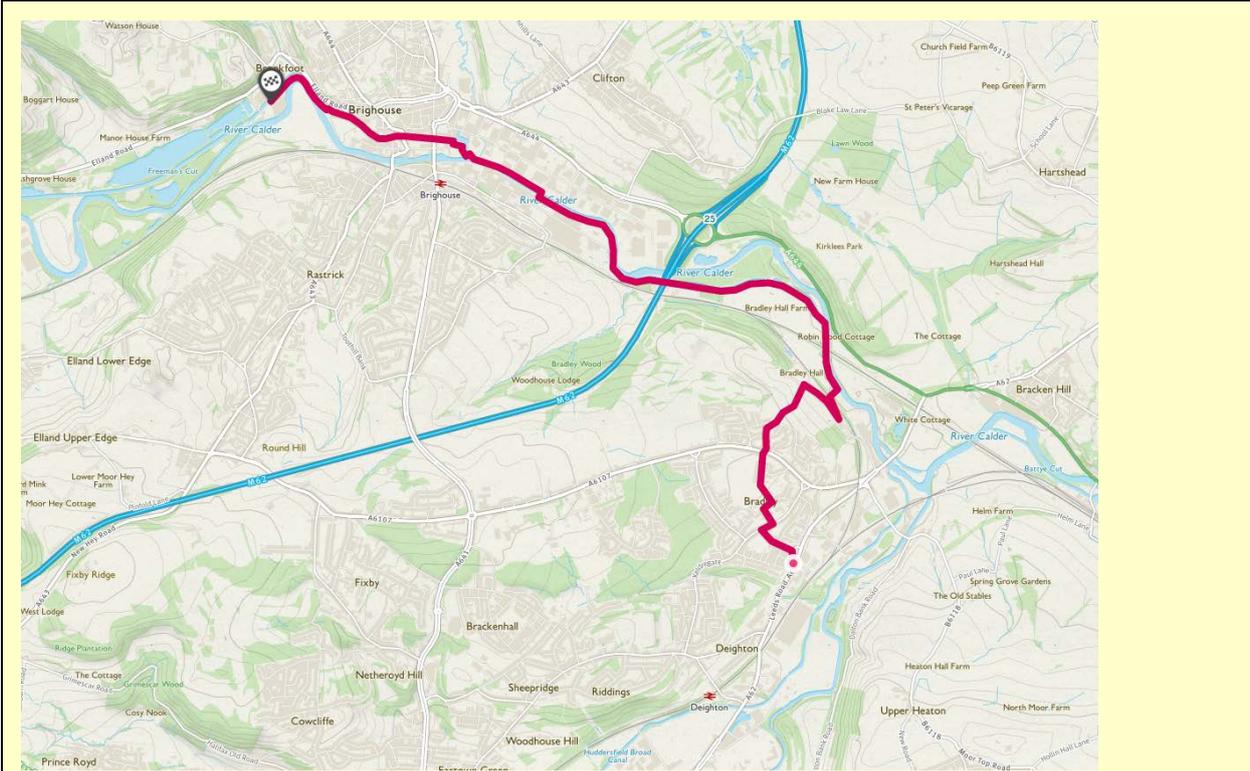


Scheme Description:

The project will deliver a 6.5km high-quality cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off the highway but will provide strategic links to the highway network, where required. It will complement a number of other highways improvement schemes planned for the area and will complete a long standing ‘missing link’ in the strategic cycle network in the region and National Cycle Network.

The primary objectives of this scheme are to

- relieve traffic congestion along the A62/A644 by providing a safe, alternative Active Travel route for commuter and leisure walkers and cyclists;
- encourage mode shift towards Active Travel for a range of journey purposes;
- reduce the necessity to undertake shorter journeys by private motor vehicle; to address the existing gender inequality in cycle use;
- access rail stations as part of a longer commute.



Business Case Summary:

Strategic Case

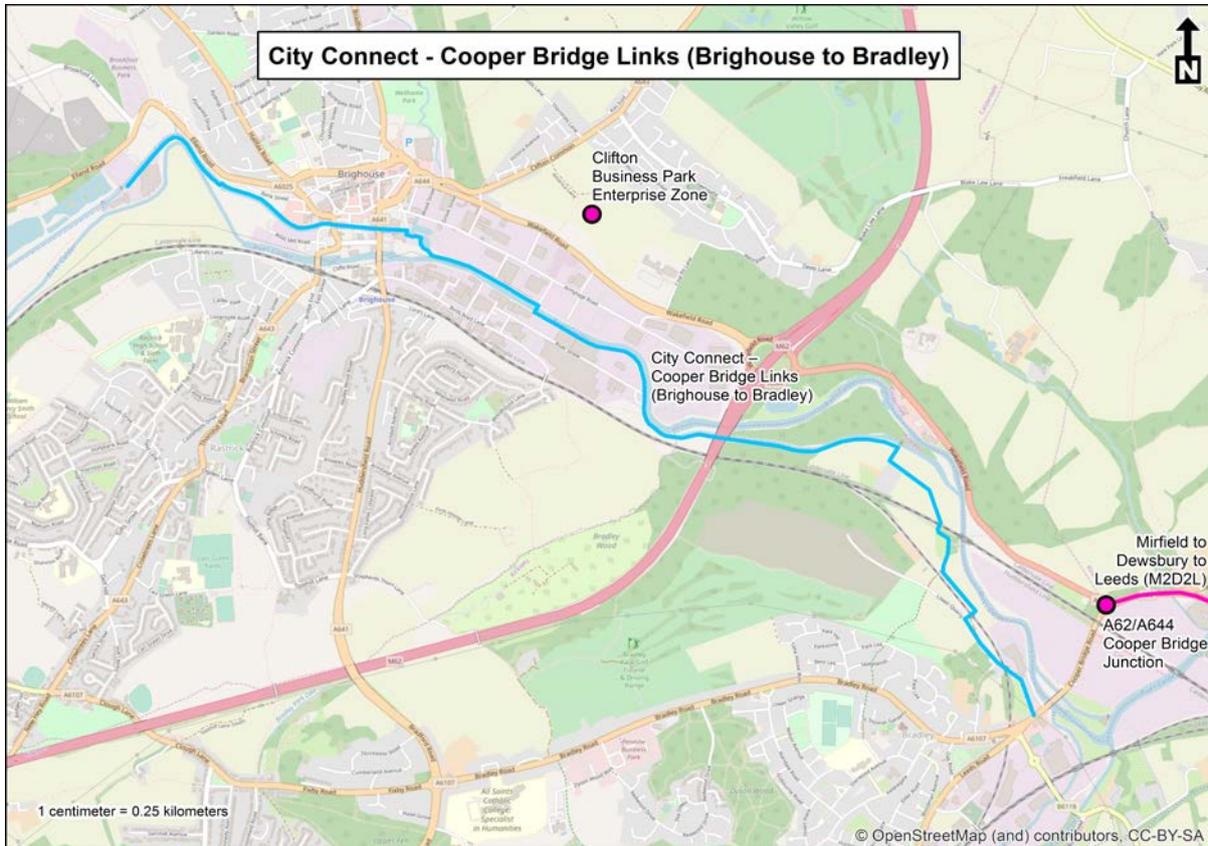
The A62, A644, A641 and A6107 all form part of the West Yorkshire Key Route Network, connecting the districts to the Strategic Road Network in the form of the M62.

	<p>High levels of congestion have led to other associated negative effects of traffic, such as air quality issues, with Air Quality Management Areas declared in Brighouse town centre and on the A62.</p> <p>The proposed Bradley to Brighouse route will provide the active travel element of the Cooper Bridge highway scheme, providing a safe, fast, high-quality route with improved journey ambience, encouraging the uptake of cycling and walking as “the natural choice for short journeys or as part of a longer journey”.</p> <p>By linking areas of housing and employment growth, the package will help deliver the SEP priority 4 (Infrastructure for Growth), and support a reduction in road traffic congestion, contributing to achieving better air quality as part of West Yorkshire Low Emissions Strategy.</p>
<p>Commercial Case</p>	<p>Existing barriers to cycling in parts of West Yorkshire have been identified as a lack of infrastructure, safety concerns, and training and education issues.</p> <p>The A62 is the primary link between Huddersfield and North Kirklees, as well as linking Huddersfield with Leeds and Manchester (via the M62). This corridor has the largest movement of people in the region by all modes and the least spare capacity to accommodate that movement. There is currently no cycling infrastructure between Bradley and Brighouse and the scheme seeks to address this.</p> <p>As is expected from a scheme at this stage of development, the procurement approach is still being developed. The final procurement route will be determined through the development of the full business case as the details of the scheme are finalised.</p> <p>As the scheme is made up of several elements including works on and off the highway, different procurement and delivery options may be appropriate for the various phases. The four main routes available are:</p> <ul style="list-style-type: none"> • In-House Provision • Traditional • Design and Build • Design and Build (including Early Contractor Involvement)
<p>Economic Case</p>	<p>The economic case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes.</p> <p>The shortlist of schemes has been identified based on the overall desirable cycle network and other transport schemes which have a cycling infrastructure element with identified funding. Further option sifting identified the preferred (do something) option which was then appraised against Critical Success Factors (CFS).</p> <p>The economic case also determines whether the proposed package is a viable investment, describing the common appraisal criteria and assumptions used to determine the scheme’s economic worth and value for money (VfM). The scheme appraisal focuses on those aspects of scheme performance that are relevant to the nature of the intervention.</p>

	<p>The approach therefore has quantified the following:</p> <ul style="list-style-type: none"> • Health benefits • Absenteeism Benefits • Collision impacts • Journey Quality Benefits • Marginal External Costs savings <p>The value for money assessment at outline business case reflects a benefit cost ratio of 1.88:1, judging the scheme as Medium Value for Money when assessed against the Department for Transport's value for money criteria. Further work to refine the economic case is to be undertaken at full business case.</p>
Financial Case	<p>The total cost of the package is £2.328 million. This is made of £1.862 million to be funded from the West Yorkshire-plus Transport Fund, with a £465,500 contribution from the Highways England Designated Funds RIS1/2.</p> <p>The key financial risks are that tender costs may exceed the budget, however cost estimates have been based on market rates and are thought to be representative. The project Outrun Costs include risk, contingency and inflation elements which help make the estimate robust.</p>
Management Case	<p>The Project forms part of the CityConnect Programme, managed by the West Yorkshire Combined Authority's Programme Management team. Each of the projects have a Project Executive and Project Managers to drive the projects forward to the delivery (construction) phases. Key decision-makers and the project programme, including key milestones are identified as part of the Management Case.</p> <p>Scheme completion is forecast for March 20201.</p> <p>Project risks have been identified in line with the programme Risk Management Strategy. As far as possible, the risks will be designed out as part of the detailed design process and through stakeholder management, consultations and communication.</p> <p>A Monitoring and Evaluation Plan is in place for all City Connect schemes and includes user counts and surveys pre- and post –implementation, to be supplemented by annual mode split surveys.</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/growing-the-economy/leeds-city-region-infrastructure-map/>