

Section A: Package Summary

Name of Package:	Active and Sustainable Travel in Bradford City Centre
Location of Package:	Bradford City Centre
PMA Code:	To be confirmed
Lead Organisation:	City of Bradford Metropolitan District Council (CBMDC)
Senior Responsible Officer:	Julian Jackson, Bradford Council
Lead Promoter Contact:	Richard Gelder, Bradford Council
Combined Authority Lead/ Programme Manager:	Fiona Limb – TCF Programme Lead
Case Officer:	Ian McNichol / Alpha Thiam
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 3 (Clean Energy and Environmental Resilience) Priority 4 (Infrastructure for growth)
Combined Authority approvals to date:	Decision point 1- October 2019
Forecasted Completion Date	Currently the TCF programme requires schemes to be delivered by 31st March 2023
Total Package Cost for the preferred way forward (£):	£27.1 million to £33.2 million
WYCA Funding (£):	£30 million
Total other public sector investment (£):	To be determined
Total other private sector investment (£):	£0

A.1	Description
<p>The scheme will implement a series of bus, cycle and pedestrian improvement measures to promote bus use and enable safe walking and cycling to and within Bradford City Centre. The scheme is expected improve the efficiency and reliability of bus journeys within the city centre. It will provide improvements to Jacobs Well roundabout for buses, cycles and pedestrians from Manchester Road and enhance access between Bradford Interchange and Forster Square stations.</p> <p>The package scheme will be funded from the Transforming Cities Fund.</p>	
A.2	Business Case Summary
Strategic Case	
<p>The Leeds City Region (LCR) TCF vision is connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future. The Bradford City Centre scheme will boost connectivity for target communities and low-income groups, facilitating access to employment and education opportunities in Bradford city centre.</p> <p>The pedestrianisation of Market Street, the pedestrianisation of Hall Ings, the pedestrianisation of Well Street and Leeds Road junction 12, will contribute to the LCR Strategic Economic Plan (SEP) and complementary TCF vision/objectives in a variety of ways including; enhancing the vibrancy of the city centre. Improving connectivity between business, residential, educational, retail, leisure and transport hubs. Enabling better access for people to; training, skill development and cultural learning. Providing an environment in the city centre conducive to a dynamic and entrepreneurial way of life and high-quality city centre living. Transforming Bradford's infrastructure to support a thriving and growing economy.</p> <p>The scheme will also support the longer-term opportunities provided by Bradford Interchange Gateway Development Plan (BIGDP) and Northern Powerhouse Rail (NPR). The scheme fits with local, regional and national economic growth and sustainable living policies. Including the Bradford District Economic Strategy 2018-30, Bradford City Plan 2015 and the Sustainable Development Action Plan 2020-21. It supports current initiatives to develop a Green Infrastructure Strategy, the bid for Bradford to be the City of Culture in 2025, and the development of a 2040 Vision for Bradford.</p>	
Economic Case	
<p>An options exercise was completed resulting in the proposed package of schemes, and further work is required at the next stage of development to fully capture the benefits of the scheme within the value for money assessment.</p> <p>The dis-benefits associated with the rerouting of traffic as a result of road closures is offset by benefits from increased levels of cycling and walking through the city centre, reduction in pedestrian journey times, modal shift to both active modes and public transport and reduced road traffic accidents.</p>	
Commercial Case	
<p>In developing this scheme CBMDC has carefully considered the potential supply shortcoming implications for a successful delivery. The level of work across Bradford during the tendering and construction process could put pressure on supply, as could a backlog of construction work and/or a bulge in post-lockdown infrastructure projects following the COVID-19 pandemic. But CBMDC will continue working alongside the Combined Authority to explore options and identify solutions.</p> <p>The proposed procurement strategy describes how these risks will be mitigated through maintaining momentum on planning and design activities, Early Contractor Involvement (ECI), and</p>	

main contract award to a strategic partner during the development of the Full Business Case (FBC).

CBMDC has already undertaken informal discussions with several potential strategic partners from amongst the larger construction companies and can confirm that there is significant market interest. Market briefing events to firm-up this interest will be undertaken as soon as current Covid-19 restrictions allow.

There remain a number of critical challenges to achieving project development, procurement and construction within the TCF deadlines. With this in mind, CBMDC will maintain a dialogue with the Combined Authority as it explores alternative routes for developing/procuring the project which would mitigate risk.

Financial Case

The cost estimates for the scheme options have been developed from the scope and requirements. They include the results of a Quantitative Risk Assessment (QRA); Low, Medium and High estimates were generated. The range of capital costs is:

Option	Low Estimate	High Estimate
Do Minimum	£7.0m	£8.6m
Preferred Way Forward	£27.1m	£33.2m
Less Ambitious	£17.0m	£20.9m
More Ambitious	£28.0m	£34.3m

Management Case

The Management Case demonstrates that the City Centre scheme will be delivered successfully in accordance with recognised best practice.

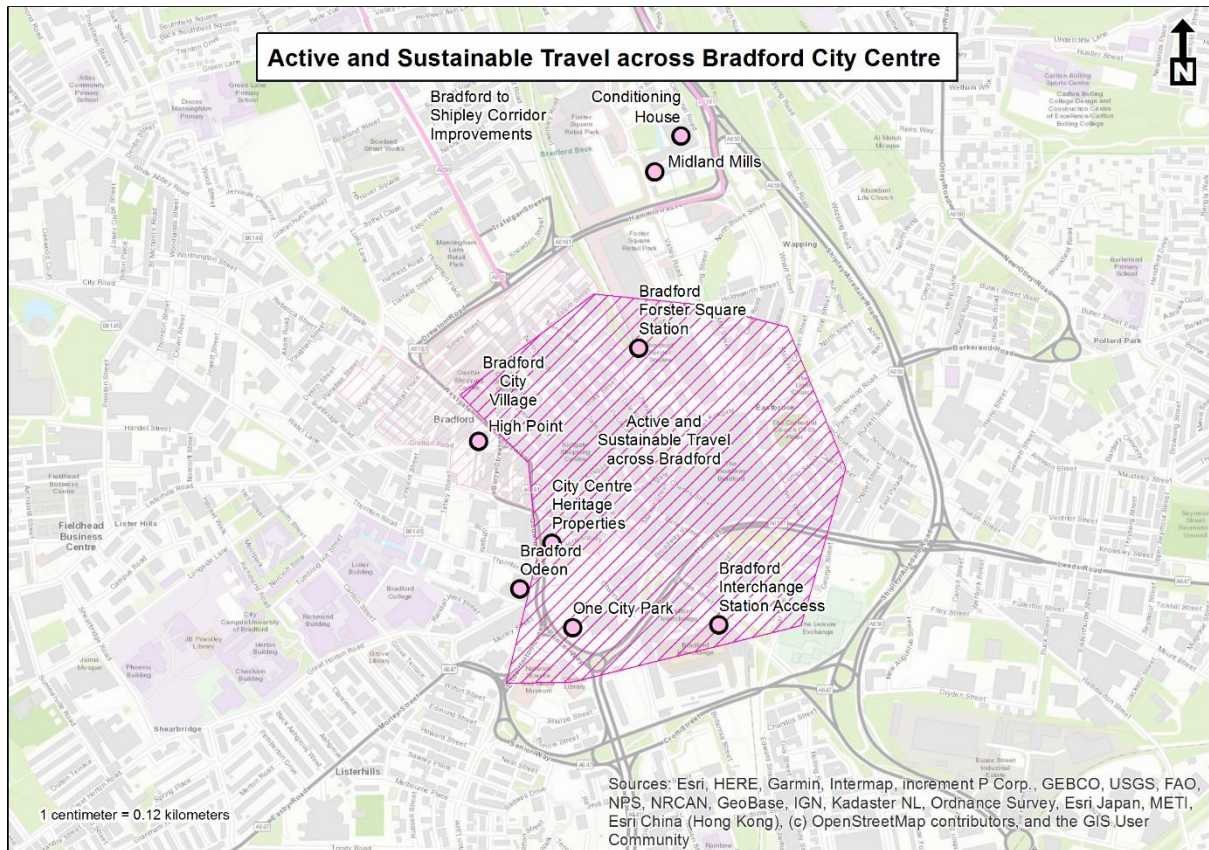
CBMDC and its partners will adopt established project management methodology to ensure logic, consistency and accountability in delivery. This provides a good fit with the HM Treasury Green Book 5 Case Model for project and programme appraisal.

The scheme will also form part of a wider four scheme TCF programme for Bradford (Bradford Interchange, City Centre, Park and Ride, City Connect) which will be delivered concurrently across the city centre with linked sites. Suitable programme arrangements will provide the necessary governance, coordination, management and monitoring within and across all schemes to ensure effective delivery and accountability.

The Project Board will report to an existing TCF Programme Board chaired by the Senior Responsible Owner (SRO) to ensure coordination with concurrent schemes and provide senior oversight. Programme Board membership comprises relevant TCF Project Board chairs with CBMDC financial and subject matter experts in support. The SRO is accountable to the Portfolio Holder for onward reporting to the Executive Committee subject to assurance by the Overview and Scrutiny Committees as part of a robust performance and accountability structure and process.

Location map:

The following location map shows the location of the Active and Sustainable Travel in Bradford City Centre scheme:



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/>