

## Section A: Package Summary

<b>Name of Package:</b>	West Bradford – Cycle Superhighway Extension
<b>Location of Package:</b>	Thornton Road Bradford
<b>PMA Code:</b>	To be Confirmed
<b>Lead Organisation:</b>	City of Bradford Metropolitan District Council (CBMDC)
<b>Senior Responsible Officer:</b>	Julian Jackson, Bradford Council
<b>Lead Promoter Contact:</b>	Richard Gelder, Bradford Council
<b>Combined Authority Lead/ Programme Manager:</b>	Fiona Limb
<b>Case Officer:</b>	Ian McNichol / Alpha Thiam
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF) Grant
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 (Infrastructure for Growth)
<b>Combined Authority approvals to date:</b>	Decision point 1 October 2019
<b>Forecasted Completion Date</b>	31 March 2023
<b>Total Package Cost for the preferred way forward (£):</b>	£15 million - £18.8 million taking potential variances in prices into account.
<b>WYCA Funding (£):</b>	£17.5 million
<b>Total other public sector investment (£):</b>	TBC
<b>Total other private sector investment (£):</b>	TBC

A.1	<b>Description</b>
	<p>The scheme will provide access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter. This will be achieved through the creation of a major cycle corridor, by providing 7km of dedicated cycleway along Thornton Road.</p>
A.2	<b>Business Case Summary</b>
	<b>Strategic Case</b>
	<p>The scheme seeks to better connect people and target communities to employment and education opportunities in Bradford city centre by providing a safe cycleway offering affordable, sustainable and an active travel option, boosting productivity and helping to create cleaner and healthier communities for the future.</p> <p>The scheme will contribute to the Leeds City Region's Strategic Economic Plan (SEP) and complementary TCF Vision/Objectives by:</p> <ul style="list-style-type: none"> <li>• promoting greater access for people and target communities to training, skill development and cultural learning opportunities in Bradford city centre and the Education Quarter to the west of the city centre;</li> <li>• enabling inclusive and clean growth;</li> <li>• reducing traffic entering the city centre via Thornton Road corridor;</li> <li>• reducing cycle journey times during peak periods along Thornton Road; reducing emissions and promoting improved air quality;</li> <li>• promoting safe, active travel to address obesity and other health conditions in target communities; and</li> <li>• increasing visitor numbers and promoting tourism.</li> </ul> <p>The scheme fits with local, regional and national economic growth and sustainable living policies including the national Cycling and Walking Investment Strategy (2017) and Clean Air Zone Framework (2020), the West Yorkshire Local Cycling and Walking Infrastructure Plan (LCWIP) 2019 and the West Yorkshire Transport Strategy 2040, plus the Bradford District Economic Strategy 2018-30, Bradford City Plan 2015 and the Sustainable Development Action Plan 2020-21. The scheme 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> <p>The scheme also fits with Government plans to provide additional DfT funding to sustain the growth and popularity of cycling experienced during the Covid-19 pandemic. City of Bradford Metropolitan District Council (CBMDC) welcomes this move and would wish to access this funding to revisit plans for an additional cycleway corridor for key worker access to Bradford Royal Infirmary.</p>
	<b>Economic Case</b>
	<p>The scheme longlisting process was informed by a three-stage approach: reviewing technical guidance and planning tools; reviewing local cycle network planning documents and strategies; and discussions with local stakeholders including a review of decision point 1 (Strategic Assessment) feedback and an options workshop.</p> <p>The process identified a number of routes in West Bradford which were then scored using the DfT's high level LCWIP route planning criteria of coherence, directness, comfort, attractiveness and safety.</p> <p>The longlisting process also took account of the following Critical Success Factors (CSFs)</p> <ul style="list-style-type: none"> <li>• CSF 1 Strategic Fit: the route provides connectivity with existing and planned networks, the route serves a target population, and provides best fit with other strategic plans; and</li> <li>• CSF 5 Deliverability: there is highway space or land available to deliver a scheme which meets Combined Authority design standards, there is land available and sufficient time to progress scheme within TCF funding timescales.</li> </ul>

## Commercial Case

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.

The proposed procurement strategy describes how these risks will be mitigated through maintaining momentum on planning and design activities, Early Contractor Involvement (ECI), and 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

Cost estimates for the scheme options have been developed from the scope and requirements and include the results of a Quantitative Risk Assessment (QRA). Low, medium and high estimates were generated. The range of capital costs are:

Option	Low Estimate	High Estimate
Preferred Way Forward	£15 million	£18.8 million
Less Ambitious	£4.9 million	£6 million
More Ambitious	£17.6 million	£21.6 million

The funding envelope of £17.5 million is less than the high estimate of the Preferred Way Forward. CBMDC is committed to the scheme as an essential requirement to meeting the city's future needs. Options for addressing any funding gap include:

- Accessing newly-announced additional Government funding for walking and cycling;
- Further value engineering;
- Potential surplus TCF funds across the Combined Authority;
- Related project funding;
- Planning approval section 106 payments; and
- Use of a Tax Increment Financing (TIF) initiative.

## Management Case

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

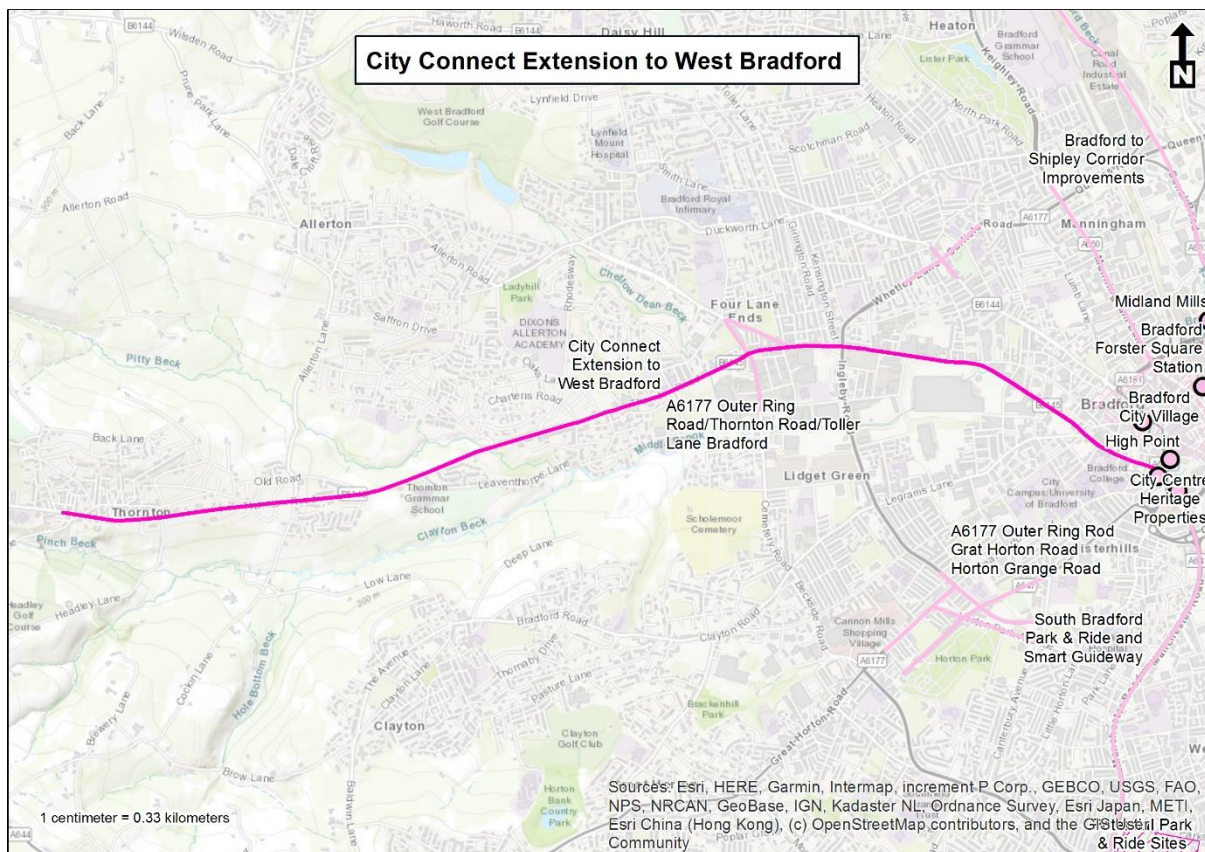
CBMDC and its partners will adopt established project management methodology to ensure logic, consistency and accountability in delivery. This provides a good fit with the HM Treasury Green Book 5 Case Model for project and programme appraisal.

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 West Bradford – Cycle Superhighway (City Connect) Extension 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/>