

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Bradford Shipley Route Improvement Scheme</b>
<b>PMO scheme code:</b>	WY+TF-PA4-005
<b>Lead organisation:</b>	Bradford Council
<b>Senior responsible officer:</b>	Richard Gelder
<b>Lead promoter contact:</b>	James Williams
<b>Case officer:</b>	Asif Abed
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant – West Yorkshire-plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority area 4 Infrastructure for Growth
<b>Approvals to date:</b>	<b>Initial mandate January 2015</b> - £341,000 to progress to OBC. Indicative scheme cost of £42m. <b>Change Request January 2018</b> - Additional £1,256,500 taking total approval to £1,597,500. Indicative scheme cost of £42m.
<b>Forecasted full approval date (decision point 5):</b>	September 2022
<b>Forecasted completion date (decision point 6):</b>	April 2025
<b>Total scheme cost (£):</b>	£53.79 million (£47.9 million West Yorkshire-plus Transport Fund allocation)
<b>Combined Authority funding (£):</b>	£47.9 million
<b>Total other public sector investment (£):</b>	£1.7million European Structural and Investment Funds (ESIF) (bid outcome expected December 2019)
<b>Total other private sector investment (£):</b>	£0
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

Is this project part of an agreed programme?

No

### Current Assurance Process Activity:



### Scheme Description:

The proposed Bradford-Shipley Route Improvement Scheme (BSRIS) aims to support economic growth through investment in improvements at key junctions. It focuses on reducing current and forecast congestion, improving journey time reliability and widening sustainable travel opportunities.

The scheme starts at the junction of the A650 Canal Road / A6181 Hamm Strasse and ends at the junction of the A6038 Otley Road / A657 (Fox Corner). The total route length is approximately 4.6km. The introduction of improvements to the BSRIS will enable the parallel Manningham Lane to become a sustainable transport corridor. Manningham Lane starts at the junction with Drewton Road / Hamm Strasse and ends at the A650 Bradford Road / St Paul's Road (a total length of approximately 4km). Figure 1 shows the location of the junction interventions.

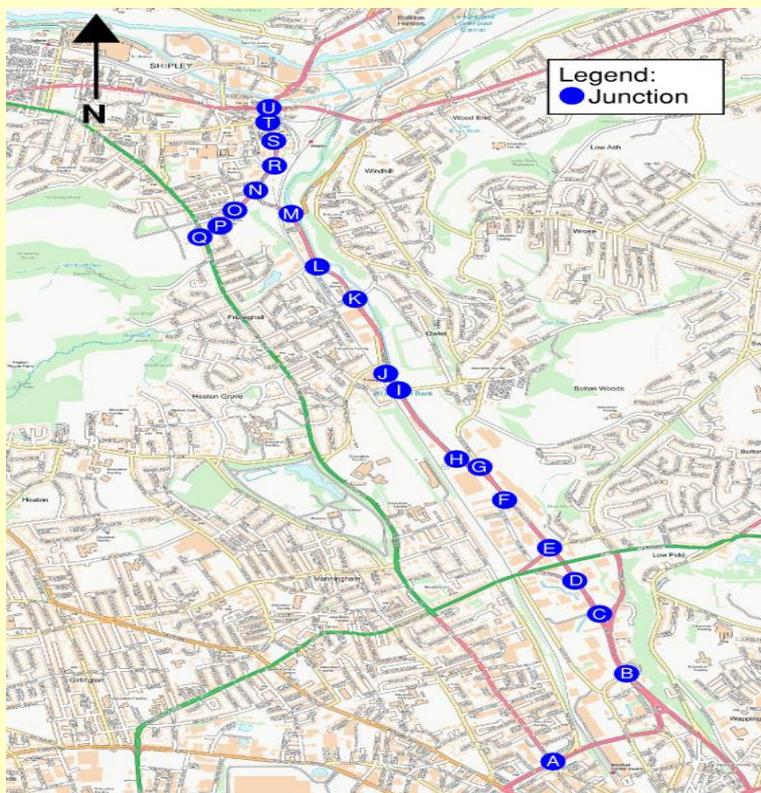


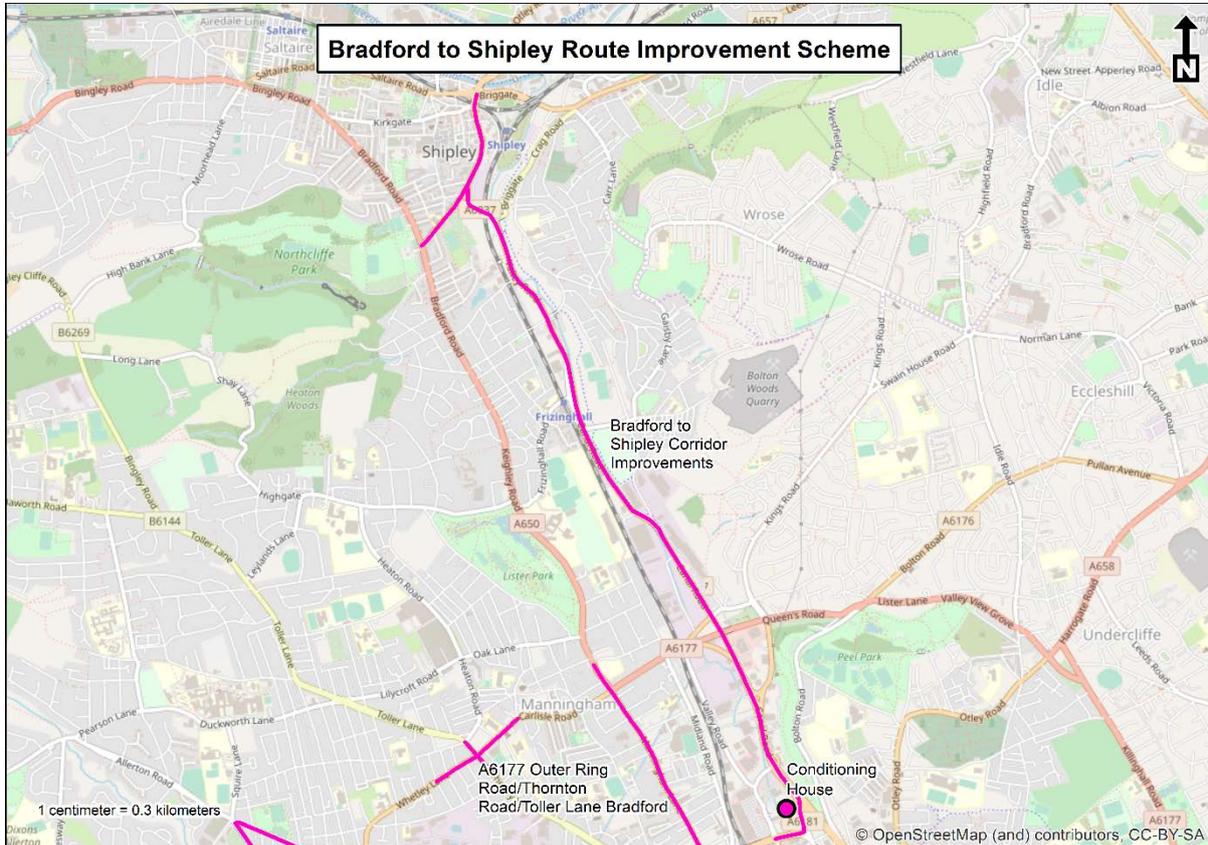
Figure 1 – Location of Junction Interventions

<b>Business Case Summary:</b>	
<b>Strategic Case</b>	<p>The Strategic Case for the scheme sets out how the aims and objectives will enable Bradford Council, as project sponsor, to fulfil its own growth ambitions, which strengthen and support the principles of the West Yorkshire-plus Transport Fund and the strategic pillars of the Leeds City Region (LCR) Strategic Economic Plan (SEP).</p> <p>The overarching theme is the need for the LCR to attract more inward investment and take advantage of the opportunities for economic growth, reversing the tide of industrial decline. Traffic congestion and the inadequacies of the district's road network are perceived as the main obstacles to growth.</p> <p>The provision of this scheme is a key element in the Shipley and Canal Road Area Action Plan to provide the area with the infrastructure it needs to support growth. It will enable the local road network to operate more efficiently by reducing congestion, improving journey times and providing the capacity for growth.</p> <p>The scheme builds on opportunity and natural economic strength. The approach will add value to new investment and a resurgent Shipley and Canal Road corridor and infrastructure improvements to create the conditions for a high quality residential and employment developments.</p>
<b>Commercial Case</b>	<p>The Shipley and Canal Road corridor will continue to be the focus of growth within the district in the future, with over 3,200 new homes allocated in the Local Plan. However, the realisation of this growth is dependent on targeted investment in transport interventions using a holistic approach that considers strategic accessibility in the area.</p> <p>Bradford Council has chosen what is referred to in procurement as a "traditional approach", NEC3 contract with secondary options, with the design being undertaken "in-house" and the Contractor appointed by tender. This process is the preferred route for the Council as it ensures best value for money and allows all contractors who have the relevant skills and workload capacity at the time of advertisement to complete.</p> <p>A Quantified Risk Assessment, which identifies the mitigation measures that may need to be put in place to manage the risks identified and to ensure the successful delivery of the scheme, has been submitted. Identified risks are analysed and assessed both qualitatively and quantitatively.</p> <p>It is likely that an Environmental Impact Assessment compliant planning application will be required, which will be determined prior to the Activity 4 submission.</p> <p>Land Acquisition, Diversion Orders and Traffic Regulation Orders will also be required prior to submission of Activity 4.</p>
<b>Economic Case</b>	<p>The economic assessment of the scheme has been undertaken in accordance with current WebTAG guidance and follows the process</p>

	<p>described in the Appraisal Specification Report.</p> <p>The scheme will facilitate the unlocking of strategic housing and employment sites, to support improving productivity and delivering GVA benefits to the City Region.</p> <p>The initial BCR at outline business case is 13.16:1, reflecting the scheme as Very High Value for Money based on the Department for Transport's value for money guidance criteria. It has, however, been acknowledged the BCR should be considered indicative given a limited strategic model has been used for appraisal, with the more robust Bradford model to be used as part of full business case development once available.</p>
<b>Financial Case</b>	<p>The scheme is to be delivered within the £47.9 million allocation from the West Yorkshire-plus Transport Fund.</p> <p>Current cost estimates at outline business case reflects a cost of £53.7 million.</p> <p>The cost estimates do however include a significant risk and contingency allocation, with anticipation they will be designed out as part of detailed design, reducing total costs within the £47.9 million budget.</p> <p>It is considered that there is no state aid present.</p>
<b>Management Case</b>	<p>The Management Case describes why the timescales for delivery are realistic, that an appropriate governance structure is in place to oversee delivery, that risks have been identified and suitable risk management processes are in place and that there are robust plans in place for communications and stakeholder management.</p> <p>The process and procedures necessary to manage this project are based on the PRINCE2 methodology promoted by the Office of Government Commerce (OGC), as requested under the West Yorkshire Single Appraisal Framework.</p> <p>The Management Case also ensures that the benefits set out in the Economic Case are realised and includes the measures to assess and evaluate this.</p> <p>Bradford Council is currently delivering West Yorkshire-plus Transport Fund major schemes. The management and delivery team used to successfully deliver these schemes have been built upon here. The approved approach for the Hard Ings scheme (a structured Project Management methodology) will be adopted for the delivery of the BSRIS</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/>