

BRADFORD DISTRICT LOCAL PLAN 2025 TO 2043

Regulation 19 (Publication) Draft

Local Infrastructure Plan – Infrastructure Delivery Schedule

September 2026

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1. Introduction

- 1.1 The Infrastructure Delivery Schedule (IDS) is a detailed list of infrastructure projects that have been identified within the Local Infrastructure Plan (2026) document and forms part of the evidence base underpinning the Bradford District Local Plan (2025 to 2043). Some of the projects listed are required to support the growth and development of Bradford District over the coming years. It also seeks capture projects that are being, or will be, delivered by partner organisations that will have an impact in terms of enhancing infrastructure provision.
- 1.2 The IDS seeks to be comprehensive as possible, however in some cases it is not possible to include all the desired information on project costs, funding sources, and timescales for delivery. For example, the exact nature of a scheme and its costs will be determined on a site-by-site basis. The Local Infrastructure Plan (LIP) and its accompanying IDS is a live document and will be updated regularly as and when new information is received, as well as through the monitoring of the effective implementation of the Local Plan policies and delivery of site allocations.
- 1.3 Additionally, engagement will continue to take place with infrastructure providers and delivery partners s over the lifetime of the Local Plan.

2. Infrastructure Delivery Schedule

- 2.1 The Infrastructure Delivery Schedule (IDS) contains the following information:
 - Infrastructure Category
 - Settlement/Location
 - Relevant Policies/Site Allocations
 - Summary of Project
 - Description of Project
 - Priority
 - Phasing
 - Costs (where known)
 - Funding Source (where known)
 - Main Delivery Partners
 - Source of Project
 - Delivery Status (if known)

ID	Category	Settlement	Relevant Policies/Site Allocations	Summary of Project	Description of Project	Priority	Phasing	Costs (where known)	Funding Source (where known)	Main Delivery Partners	Source	Delivery Status (if known)
1	Transport - Strategic Highway Network	Outside District	Not Applicable	Lofthouse Interchange	Reconstruction of the Lofthouse Interchange (junction between the M1 and M62)	Desirable	Medium Term (2030 to 2035)	Unknown	To be confirmed	Department for Transport (DfT) National Highways	DfT Roads Investment Strategy 3 (RIS3)	Pipeline Project
2	Transport - Local Highway Network	Bradford City Centre Bradford North East Bradford North West Shipley	Policies ST2, BNW1, BNE1 and SP2	Bradford to Shipley Route Improvement Scheme (BSRIS)	A major transport corridor scheme between Bradford City Centre and Shipley focused on improving sustainable travel, public transport reliability, road safety, connectivity and access to employment, education, and key destinations	Essential	To be confirmed	£11.5 million	West Yorkshire plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Outline Business Case
3	Transport - Local Highway Network	Bradford North West	Policies ST2 and BNW1	Corridor Improvement Programme (CIP) – A6177 Toller Lane	A junction improvement scheme which aims to reduce congestion and journey times, improve air quality and increase road safety, improving highway efficiency for the benefit of all road users	Essential	Short Term (2025 to 2030)	£8.6 million	West Yorkshire plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Full Business Case. Construction to commence March 2027.
4	Transport - Local Highway Network; Active Travel	Bradford City Centre Bradford North West Bradford South West	Policies ST2 and BSW1	Thornton Road Corridor Improvement Scheme	Located on Thornton Road between the extents of Spring Head Road and Girlington Road, the scheme will deliver improved traffic flow through two major junctions (Chat Hill and Cemetery Road), safer pedestrian facilities, improved bus facilities, and segregated cycle ways with safer cyclist road crossings	Essential	Short Term (2025 to 2030)	£16.1 million	Transforming Cities Fund (TCF) West Yorkshire Plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	Future Bradford Website	In delivery. To be completed by February 2028
5	Transport - Local Highway Network; Bus and Coach; Active Travel	Bradford City Centre Bradford South East	Policy ST2	A650 Improvements Project - Phase 1: Wakefield Road Sustainable Transport Corridor	A two-phase project to deliver transport improvements along a key strategic corridor, improving connectivity, road safety, public transport, and sustainable travel options. It will involve: Better footpaths: making it easier and more accessible to walk in a nicer environment. Improved crossings: road-level toucan crossings and priority for pedestrians and cyclists at side	Essential	Short Term (2025 to 2030)	£23.5 million	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council Department for Transport West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Full Business Case Estimated delivery March 2027 to April 2028

ID	Category	Settlement	Relevant Policies/Site Allocations	Summary of Project	Description of Project	Priority	Phasing	Costs (where known)	Funding Source (where known)	Main Delivery Partners	Source	Delivery Status (if known)
					roads will make it safer and more convenient to walk, wheel and cycle. - Improved bus stops: upgraded shelters with seating, lighting and CCTV will improve comfort and sense of safety. Real-time information will help bus passengers travel with confidence. - Cycle paths: a two-way cycle path along the route with a protective buffer separating it from the road will provide a safer and clearer to follow route for people who want to cycle. - Bus lanes: dedicated bus lanes in both directions will make buses more reliable and convenient. Subway removal: filling in subways and replacing them with road-level crossings will improve the sense of safety for pedestrians, especially at night.							
6	Transport - Local Highway Network; Bus and Coach; Active Travel	Bradford City Centre Bradford South East	Policy ST2	A650 Improvements Project - Phase 2: Tong Street Improvement Scheme	A two-phase project to deliver transport improvements along a key strategic corridor, improving connectivity, road safety, public transport and sustainable travel options. It will involve: - Better footpaths: making it easier and more accessible to walk in a nicer environment. - Improved crossings: road-level toucan crossings and priority for pedestrians and cyclists at side roads will make it safer and more convenient to walk, wheel and cycle. - Improved bus stops: upgraded shelters with seating, lighting and CCTV will improve comfort and sense of safety. Real-time information will help bus passengers travel with confidence. - Cycle paths: a two-way cycle path along the route with a protective buffer separating it from the road will provide a safer and clearer to follow route for people who want to cycle. - Road widening: making space for two lanes of traffic in each direction	Essential	Short Term (2025 to 2030)	£46 million	Department for Transport Major Road Network Fund West Yorkshire Plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council Department for Transport West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Outline Business Case Estimated delivery February 2028 to June 2029

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					along most of the route will help to reduce congestion and ensure traffic flows more smoothly.							
7	Transport - Local Highway Network; Bus and Coach	Bradford City Centre	Policy ST2	Bradford Bus Hotspots Scheme - Westgate	The Westgate scheme will make changes to the road layout, including new bus lanes and priority measures, which will help buses move more reliably through this busy part of Bradford city centre. The scheme will also introduce increased accessibility for cyclists, walkers and wheelers with new cycleways and crossings.	Essential	Short Term (2025 to 2030)	£982,000	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	Future Bradford Website	Combined Outline Business Case and Full Business Case Delivery estimated September 2026 to May 2027
8	Transport - Local Highway Network, Bus and Coach and Active Travel	Bradford City Centre Bradford North East	Policies ST2 and BNE1	Kings Road Connect	Scheme covering a key corridor between Five Lane Ends roundabout, Enterprise 5 Retail Park and Bradford City Centre via Kings Road and Canal Road to improve bus reliability, encourage active travel, support inclusive growth, improve safety and contribute towards net zero and vision zero objectives. It includes new bus priority measures, segregated cycle facilities linked to NCN66, enhanced walking and wheeling routes, upgraded crossings and bus stop improvements.	Desirable	To be confirmed	£7 million to £10 million	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	
9	Transport - Local Highway Network; Active Travel	Steeton with Eastburn Silsden	Policies SI1 and SE1	Steeton and Silsden Connect	Provision of improved crossing facilities with additional segregated pedestrian and cycle infrastructure.	Desirable	Short Term (2025 to 2030)	£12.9 million	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Full Business Case Estimated delivery December 2027 to October 2028

ID	Category	Settlement	Relevant Policies/Site Allocations	Summary of Project	Description of Project	Priority	Phasing	Costs (where known)	Funding Source (where known)	Main Delivery Partners	Source	Delivery Status (if known)
10	Transport - Rail Network	Bradford City Centre Bradford South East	Policies ST2, TR1 and BCC1	New Bradford City Centre Station	Provision of a new city centre railway station. It will support improved rail services, better journey times to neighbouring towns and cities and a better passenger experience. It will be integrated with the proposed Mass Transit network for West Yorkshire and the bus network. The new station forms a key part of wider programme of regeneration of the Southern Gateway and Bradford City Centre.	Essential	Long Term (2035 to 2043)	To be confirmed	To be confirmed	City of Bradford Metropolitan District Council Department for Transport Network Rail West Yorkshire Combined Authority	Bradford Rail Programme	Council is working with the Department for Transport and Network Rail on developing a business case for the new station
11	Transport - Rail Network	Bradford City Centre	Policy ST2	Northern Powerhouse Rail	High level proposals for enhanced rail connectivity across northern England. It would be delivered in three phases: - Phase 1 includes electrification and upgrades to existing lines between Leeds and Sheffield, potential electrification and upgrades in the Leeds to Bradford corridor including the continued development of a new station in Bradford, and potential enhancements between Leeds and York. - Phase 2: Construction of predominately new line between Liverpool and Manchester via Warrington and Manchester Airport. - Phase 3 includes improved connectivity between Leeds and Manchester, building upon the Transpennine Route Upgrade, a feasibility study of a new line from Birmingham to Manchester and provision to build on work delivered Phase 1 in the Manchester to Sheffield and Manchester to Bradford Corridors.	Desirable	Long Term (2035 to 2043)	To be confirmed	Department for Transport	To be confirmed	HM Government Northern Growth Strategy	To be confirmed
12	Transport - Rail Network	Outside District	Not Applicable	Transpennine Route Upgrade (TRU)	Programme of railway improvements to better connect passengers across northern England between Manchester and York via Huddersfield and Leeds. A range of different projects along the route have been completed, are under	Desirable	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	£11.5 billion (estimated)	Department for Transport Network Rail Train Operating Companies	Department for Transport Network Rail Train Operating Companies	TRU Project	Various projects ongoing at various locations in West Yorkshire to

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					construction or planned to be delivered by early 2030s							improve services across northern England including electrification and increase the number of tracks.
13	Transport - Rail Network	Bradford City Centre Bradford South East	-	Calder Valley Line	One of medium/long term schemes/priorities identified in the West Yorkshire Rail Strategy is to develop a case for the electrification of several key routes in the sub-region including the Calder Valley Line between Leeds and Manchester via Bradford, including rolling stock improvements	Desirable	Medium Term (2030 to 2035) and Long Term (2035 to 2043)	To be confirmed	To be confirmed	Department for Transport West Yorkshire Combined Authority	West Yorkshire Rail Strategy (WYRS)	Identified as medium/long term priority in the WYRS
14	Transport - Rail Network	District-wide	Not Applicable	Grand Central - New Rolling Stock	Provision of nine new tri-mode trains to operate services on Grand Central routes including between Bradford Interchange and London Kings Cross	Desirable	Short Term (2025 to 2030)	Circa £300 million	Angel Trains Arriva Group	Grand Central	Arriva Group Website	Trains to be delivered in 2028
15	Transport - Rail Network	Bradford City Centre	Policies ST2 and BCC1	Bradford Forster Square Station Gateway Redevelopment	This project aims to provide an improved gateway to the city centre that enhances the experience of people arriving to the city by train and providing a catalyst for growth in this part of the city centre. The project proposes demolishing the existing station building, leaving the platforms in place, and constructing a new building with modern and improved facilities that cater for increased passenger numbers and makes rail travel a more attractive option that builds on the improved economic opportunity and performance realised following the completion of Platform 0. The new station building will have a new gateline, improved retail, waiting and toilet facilities and new lifts to improve connection to the city centre. Submission of the business case was paused in acknowledgement of the interdependencies with the potential mass transit terminus	Desirable	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	£17.3 million (estimated)	West Yorkshire plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Draft version of revised Outline Business Case prepared (November 2025).

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16	Transport - Rail Network	Ilkley	-	Ilkley Transport Hub	Improvements to Ilkley Railway Station including better facilities for buses and coaches, provision for electric cars and bikes, new public toilets, a new tourist information centre and community pop up unit.	Desirable	To be confirmed	To be confirmed	To be confirmed	Friends of Ilkley Railway Station Ilkley Business Improvement District Ilkley Rail and Bus Board	Friends of Ilkley Railway Station	Feasibility Study and Framework Masterplan being developed
17	Transport - Rail Network	Keighley Oakworth Haworth Oxenhope	-	Keighley & Worth Valley Railway – Operational Flexibility Improvements	Upgrading of the railway's signalling to enable additional services to run between Keighley and Oxenhope, together with overhauls for the line's diesel multiple unit (DMU) fleet and the creation of a dedicated storage and maintenance facility for them.	Desirable	Short Term (2025 to 2030)	£5 million (provisional grant)	Levelling Up Fund Round 3	City of Bradford Metropolitan District Council Keighley & Worth Valley Railway	Keighley and Worth Valley Railway	Not Applicable
18	Transport - Rail Network	Shipley	-	New traincare facility at Shipley	Provision of a new train maintenance depot comprising five sidings for the storage of up to 40 electric multiple units (EMUs) and a four-track maintenance shed as well as staff facilities, office accommodation, storage space and control room. Forms part of the wider Transpennine Route Upgrade (TRU) project.	Essential	Short Term (2025 to 2030)	Circa £100 million	Department for Transport	Department for Transport Network Rail Northern Rail	TRU Project	The facility is currently under construction with an anticipated completion date during 2027
19	Transport - Rail Network	Outside District	-	Skipton to Colne Railway Line	Re-opening of former line between Skipton (North Yorkshire) and Colne (Lancashire) to provide an additional east to west rail connectivity by opening up a new route to help alleviate congestion on the Calder Valley, Huddersfield and Hope Valley lines, and provide passenger and freight services between Central/East Lancashire and West Yorkshire.	Desirable	Long Term (2035 to 2043)	£298 million (estimated)	Department for Transport	Department for Transport Lancashire Country Council North Yorkshire Council Pendle Borough Council Transport for the North	Pendle Local Plan – Infrastructure Delivery Plan	Feasibility study undertaken No funding committed

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20	Transport - Mass Transit	Bradford	Policies TR1 and BCC1	West Yorkshire Mass Transit	Delivery of a mass transit system for West Yorkshire to offers a new public transport option that increases capacity and provides an attractive alternative to car travel. Phase 1 involves the creation of two new tram routes – the Bradford line (between Bradford and Leeds city centres) and the Leeds link (between St. James University Hospital and South Leeds). Subsequent phases are proposed between Bradford and Dewsbury, Halifax and North West Leeds.	Essential	Medium Term (2030 to 2035) and Long Term (2035 to 2043)	£2.5 billion	Department for Transport	Department for Transport	Mass Transit Vision 2040	£200 million allocated up to 2027(for design, consultation, environmental appraisal, consenting and some enabling works)
21	Transport - Bus and Coach	Bradford City Centre	-	Bradford Bus Hotspots Scheme - Leeds Road Gyratory	A heavily trafficked junction to access the city centre from the east, several options have been identified for minimising delay and enhancing the quality of bus journeys through this node. These include bus gates and a potential bus lane for inbound services. This scheme is currently being investigated further given the key strategic nature of the gyratory to both buses and general traffic	Essential	Short Term (2025 to 2030)	£3 million (estimated)	City Regional Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Strategic Outline Business Case
22	Transport - Bus and Coach; Active Travel	Bradford City Centre Bradford South East	-	Manchester Road – Targeted Bus Improvement Scheme	Phase One of the South Bradford Park and Ride scheme, which will include bus priority measures along Manchester Road along with initial active travel enhancements at Senior Way	Desirable	To be confirmed	£12 million	Transforming Cities Fund (TCF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	City of Bradford Metropolitan District Council	Full Business Case being developed.
23	Transport - Bus and Coach	District-wide	-	Zero Emission Buses	Introducing Zero Emission Buses and related infrastructure, building on current zero emission bus programmes to help achieve targets in the Bus Service Improvement Plan to raise the total proportion of the fleet to 50% by 2030	—	Short Term (2025 to 2030)	To be confirmed	Zero Emissions Bus Regional Areas Joint Air Quality Unit Funding	First West Yorkshire Transdev (Keighley Bus Company) West Yorkshire Combined Authority	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	Some of the Transdev vehicles have entered service, whilst the Bowling Back Lane depot is to be electrified.

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24	Transport - Bus and Coach	Bradford City Centre	Policy BCC1	Bradford Bus Station	Replacement of the current Bradford Interchange bus station.	Desirable	To be confirmed	To be confirmed	Transport for City Regions (TCR) Funding	West Yorkshire Combined Authority	Department for Transport	The details of any potential location, close and timescales for delivery have yet to be determined.
25	Transport - Active Travel	Keighley	Policy TR1	Keighley Towns Fund Scheme	Public realm and highways infrastructure improvements in Keighley Town Centre linked to active travel. North Side (Phase A). The public realm works will focus on Cavendish Street and the links to and from the railway station, bus station and retail/commercial core of the town centre.	Essential	To be confirmed	£1.4 million (estimated)	Keighley Towns Fund	City of Bradford Metropolitan District Council Keighley Towns Fund Board	Keighley and Worth Valley Railway	Project in development
26	Transport - Active Travel	Shipley	-	Shipley Towns Fund Schemes	Public Realm and Active Travel Improvements - Kirkgate, Market Square, Central Avenue and an extension down to Otley Rd to link up with the Stead Street Station works. Planting in the central reservation on Kirkgate. Replacement of the bus and rail information totem between Bank Street and Market Square to a new digital and live information service from WYCA. Shipley Green Space Link - installing a crushed stone footpath to link Valley Road (by the former scrapyard) to Briggate. It also includes a link to the Greenway via the existing footbridge which has just been repaired. Offering a different option for pedestrians to get from Shipley Train Station to the Greenway. Greenway - Carnegie Drive Link - a short link to help cyclists and pedestrians navigate the Carnegie Junction and Dock Lane. A dropped kerb will allow for cyclists crossing Leeds Rd from Dock Lane to more easily access Carnegie Drive. Dock Lane Boardwalk – improvements to a key link to the towpath. Strategically linking up with both the Carnegie Drive Link and the Leeds Road Crossing. It	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	£2.7 million	Shipley Towns Fund	City of Bradford Metropolitan District Council Shipley Towns Fund Board	Shipley Towns Fund	Projects under construction

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					would include surfacing and signage works to the existing rough path. Wayfinding & Heritage Trail - improvements to wayfinding across Shipley, utilising fingerposts and other waymarking accessories, initially the idea was to promote two alternative active travel routes from Shipley to Baildon over two different bridges that cross the river Aire. As well as a heritage trail from Shipley to Saltaire. This has now been expanded to the assess the wayfinding across the entirety of Shipley Towns Fund area. Fox's Corner Cycle Link - this scheme would improve cycle passage north and south through the junction by adding an advisory cycle lane and cycle refuge. This will help link the canal with Train Station and by extension the Town Centre. Stead Street Station Link - this would improve access to platform 1 at Shipley Station. The scheme would enhance the area generally, creating a clear pathway to and from the station. It would also completely overhaul the disability ramp and green space between Otley Road and Stead Street. Creating an interesting pocket of green space offering a visual barrier to the traffic on Otley Road. Westgate Public Realm - streetscape enhancements through the redesign of existing space at the bottom and top of Westgate. The temporary build out is to be made permanent. A Beryl Bike Station is to be included at the bottom of Westgate. Shipley Fields Cycle Route and Footpath -a new cycleway and footpath from Norwood Drive to Otley Road. This would link residential areas to the south of Shipley with Shipley CofE Primary School and the town centre via an existing crossing. Shipley to Saltaire Cycleway - a new cycle route that passes along quieter							

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					side roads to improve safety but still maintain a direct link. Greenway Gateway Features - Installation at least 2 new entrance features at Carnegie Drive and Poplar Road. Canal Towpath Improvements - Lighting under Otley Rd bridge over the canal.							
27	Transport - Active Travel	Bradford North West Bradford South West Thornton	Policy ST2	West Bradford Cycle Superhighway Extension - Phase 2	Provision of segregated cycleway between the A6117 Bradford Outer Ring Road at Girdlington and to Thornton.	Essential	Short Term (2025 to 2030)	£10 million	Transforming Cities Fund (TCF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	Future Bradford Website	Scheme is under construction
28	Transport - Active Travel	Bradford North West	Policy ST2	Four Lane Ends (Thornton Road and Cemetery Road) junction improvements	Junction improvement scheme to reduce congestion and form part of the Thornton Road segregated cycle between Phase 1 and Phase 2	Essential	Short Term (2025 to 2030)	£3 million	West Yorkshire plus Transport Fund (WY+TF)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	Future Bradford Website	Scheme is under construction
29	Transport - Active Travel	Thornton	Policy ST2	Thornton Road - Phase 3	Provision of a cycle way through Thornton to connect with the Great Northern Rail Trail	Desirable	To be confirmed	To be confirmed	To be confirmed	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	-	Feasibility Study
30	Transport - Active Travel	Denholme Thornton	Policy TR1	Great Northern Rail Trail	Improving cycling provision including the completion of the “missing link” between southern end of Hewenden Viaduct, Denholme and Thornton.	Essential	To be confirmed	To be confirmed	To be confirmed	City of Bradford Metropolitan District Council West Yorkshire	LCWIP - Priority Route	Further feasibility work required.

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										Combined Authority		
31	Transport - Active Travel	Addingham Burley in Wharfedale Ilkley Menston	Policy TR1	Wharfedale Greenway	Provision of a safe walking, cycling and horse-riding route along the valley of the River Wharfe linking the settlements of Pool in Wharfedale, Otley, Menston, Burley in Wharfedale, Ilkley and Addingham, then onwards to Bolton Abbey and the Yorkshire Dales. It is proposed to deliver it in six sections: 1. Otley to Burley in Wharfedale 2. Otley to Pool in Wharfedale 3. Menston link 4. Burley in Wharfedale to Ilkley 5. Ilkley to Addingham 6. Addingham to Bolton Bridge	Desirable	To be confirmed	To be confirmed	To be confirmed	City of Bradford Metropolitan District Council Friends of Wharfedale Greenway (FOWG) Leeds City Council Sustrans Town/Parish Councils (Addingham, Burley in Wharfedale, Ilkley, Menston, Otley)	LCWIP - Priority Route	Feasibility Work Ongoing
32	Transport - Active Travel	Bradford North East	-	West Yorkshire Places - Bradford Moor Area Wide Improvements	The project seeks to help create safer, healthier and better-connected streets in the Bradford Moor area. This scheme aims to establish an area where people are encouraged to walk, cycle and wheel by making the area feel safer and more welcoming to residents. Some of the measures below would address this through improving existing walking and cycling infrastructure as well as slowing existing traffic down to safer speeds.	Desirable	Short Term (2025 to 2030)	£540,000	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council HM Government West Yorkshire Combined Authority	West Yorkshire Places	Community engagement (March/April 2025) Business case being developed
33	Transport - Active Travel	Silsden Steeton with Eastburn	Policies SI1 and SE1	Steeton and Silsden - Phase 1 - A629 Crossing	Provision of a new pedestrian and cycle crossing across A629	Desirable	To be confirmed	£12 million	West Yorkshire + Transport Fund	City of Bradford Metropolitan District Council West Yorkshire	City of Bradford Metropolitan District Council West Yorkshire	Full Business Case

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										Combined Authority	Combined Authority	
34	Transport - Active Travel	Silsden Steeton with Eastburn	Policies SI1 and SE1	Steeton and Silsden - Phase 2	Provision of an active travel corridor including a pedestrian and cycle bridge across the A629 dual carriageway reducing the severance between the two communities, provide protected cycleways and wider footways connecting to the bridge, creating a safe and attractive route between the two settlements. Cycle connectivity from bridge into Steeton and Silsden	Desirable	To be confirmed	To be confirmed	City Region Sustainable Transport Settlement (CRSTS)	City of Bradford Metropolitan District Council West Yorkshire Combined Authority	LCWIP - Priority Route	-
35	Transport - Active Travel	Bradford City Centre Bradford North East Bradford North West Shipley	Policy ST2	Bradford to Shipley Route Improvement Scheme	Provision of bus priority measures and segregated cycleways in the Bradford City Centre to Shipley corridor	Desirable	To be confirmed	£11.5 million	City Regional Sustainable Transport Settlement (CRSTS)	To be confirmed	LCWIP - Priority Route	Outline Business Case
36	District Heating	Bradford City Centre	Policies CR3 and BCC1	Bradford Energy Network	Provision of a low carbon heat network within and adjacent to Bradford City Centre. It will deliver renewable heat and hot water from an Energy Centre, located on Thornton Road to buildings in the city centre through a network of underground pipes. It is proposed to deliver an extension of the network to the south.	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	£75 million	Private Sector Green Heat Network Funding (£20 million & £9.7 million*) * for proposed extension of network to the south	1energy	1energy	Project under construction
37	Gas	District-wide	Not Applicable	Gas supply and distribution network – maintenance, replacement and renewal	Ongoing maintenance, renewal and replacement of gas supply infrastructure in Bradford district to deliver Northern Gas Networks investment plans	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	Costs not known as this will be dependent on the specific works being undertaken	Northern Gas Networks	Northern Gas Network	Northern Gas Networks Long Term Development Statement	Ongoing

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38	Gas	District-wide	All Allocations	Connections and reinforcements to the gas networks	Provision of connections and reinforcements to the gas supply network to deliver future development in Bradford District. This will be considered in more detail at the planning application	Essential	Short Term (2025 to 2030), Medium Term (2030 to 2035) and Long Term (2035 to 2043)	No costs currently available Dependent on site specific or development specific circumstances	Developers Northern Gas Networks Through connection and/or reinforcement charges	Developer Northern Gas Networks	-	Ongoing
39	Electricity	District-wide	All Allocations	Connections and reinforcements to the electricity networks	Provision of connections and reinforcements to the electricity supply network to deliver future development in Bradford District. This will be considered in more detail at the planning application	Essential	Short Term (2025 to 2030), Medium Term (2030 to 2035) and Long Term (2035 to 2043)	No costs currently available Dependent on site specific or development specific circumstances	Developers Northern Powergrid Through connection and/or reinforcement charges	Developer Northern Powergrid	-	Ongoing
40	Electricity	District-wide	-	Electricity supply and distribution network – maintenance, replacement and renewal	Ongoing maintenance, renewal and replacement of electricity supply infrastructure within Bradford district to deliver the requirements of Northern Powergrid's Network Development Plan.	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	Costs not known as this will be dependent on the specific works being undertaken	Northern Powergrid	Northern Powergrid	Northern Powergrid Network Development Plan	Projects are either ongoing and or will come forward in the medium term.
41	Water Supply and Waste Water	Ilkely	-	Ilkley Integrated Constructed Wetland (ICW)	Involves the creation of new natural wetland site on the northern bank of the River Wharfe to provide the final stage of wastewater treatment using natural processes. Water will be transferred via a newly constructed sewer from the nearby Ilkley WwTW and will pass through six interconnected lagoons where selected wetland plants will treat the water naturally before it is return safely to the river via a new outfall. Construction commenced in April 2026 with completion expected in 2027	Essential	Short Term (2025 to 2030)	To be confirmed	Yorkshire Water	Yorkshire Water	Yorkshire Water	Under construction. Commenced in April 2026 with expected completion in 2027
42	Water Supply and Waste Water	District-wide	All Allocations	Connections and reinforcements to the water supply	Provision of new connections, reinforcements or improvements to the water supply and wastewater infrastructure required to support growth. Exact nature of the works to be	Essential	Short Term (2025 to 2030), Medium Term (2030 to	No costs currently available	Developers Yorkshire Water	Developers Yorkshire Water	Not Applicable	Ongoing

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				and waste water networks	confirmed. Will be determined on site-by-site basis via discussions between developers and water company. This will be considered in more detail at the planning application.		2035) and Long Term (2035 to 2043)	Dependent on site specific or development circumstances	Through connection and/or reinforcement charges			
43	Digital and Telecommunications Infrastructure	District-wide	Policy SC6	Increasing and enhancing digital connectivity and telecommunications provision	Ongoing roll out of full fibre and superfast broadband provision telecommunications infrastructure within the District	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	Costs not known as this will be dependent on the specific works being undertaken	Broadband and Telecomms and Infrastructure Providers	Broadband and Telecoms and Infrastructure Providers	Providers roll out plans	Ongoing
44	Waste Management	District-wide	Not Applicable	Fleet replacement and modernisation	Investment of £5 million of capital funding to modernise the Council's vehicle fleet, including the replacement of five refuse collection vehicles	Desirable	To be confirmed	£5 million (for all vehicles)	City of Bradford Metropolitan District Council - Capital Funding	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	To be confirmed
45	Waste Management	District-wide	Not Applicable	Food Waste Collection	Roll out of weekly food waste collections from households, based on the Government's Simpler Recycling scheme.	Essential	Short Term (2025 to 2030)	£4.8 million (to cover implementation of scheme)	UK Government - New Burdens Funding	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Ongoing
46	Waste Management	Haworth and Cross Roads	Not Applicable	Sugden End Household Waste Recycling Centre	Re-opening of the Sugden End Household Waste Recycling Centre	To be confirmed	Short Term (2025 to 2030)	To be confirmed	To be confirmed	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	To be confirmed
47	Flooding and Drainage	Keighley	Not Applicable	Keighley and Stockbridge Flood Alleviation Scheme	Scheme to reduce flood risk to residents and business within the Keighley and Stockbridge area from the River Worth and the River Aire. This will involve refurbishing and/or replacing the existing defences along both rivers. The project also aims to reduce surface water flooding and will explore options in the upper catchment, such as natural flood management, to slow the flow and help manage the impacts of climate change.	Essential	Short Term (2025 to 2030)	To be confirmed	Environment Agency	Environment Agency	Environment Agency	Outline Business Case submitted (2024). Estimate construction start date 2026/2027.

ID	Category	Settlement	Relevant Policies/Site Allocations	Summary of Project	Description of Project	Priority	Phasing	Costs (where known)	Funding Source (where known)	Main Delivery Partners	Source	Delivery Status (if known)
48	Education - Primary	Shipley	Policy SC2	Shipley Primary School	Rebuilding Shipley Primary School to include building brand new classrooms, modern sports facilities and updated dining areas	Essential	Short Term (2025 to 2030)	To be confirmed	Department for Education	Bradford Diocesan Academies Trust Department for Education	Department for Education - School Rebuilding Programme	Estimated timescale for delivery is by 2030.
49	Education - Secondary	Ilkley	Policy SC2	Ilkley Grammar School	Redevelopment and refurbishments of Ilkley Grammar School to replace buildings approaching the end of their life span and address building condition to better accommodate students, staff and the community, achieve net zero carbon in operation of new buildings and provide improved facilities. It will involve the demolition of several existing teaching and sports blocks and their replacement with new teaching block, multi-use game areas, sports hall and swimming pool facilities, refurbishment of the Marshall Building, installation of sub-station, plus external works to landscaping and car parking	Essential	Short Term (2025 to 2030)	£52 million	Department for Education	Bowmer + Kirkland (selected contractor) Department for Education Ilkley Grammar School	Department for Education - School Rebuilding Programme	Planning permission was granted in April 2025. Main construction work commenced in summer 2025 with an estimated completion being during Autumn 2028.
50	Education - SEND Provision	Bradford West Parliamentary Constituency area	Policy SC2	Special School Places	36 places for school-aged children & young people with an EHCP designated as ASD. Expansion on site of existing special school.	Essential	Short Term (2025 to 2030)	£3.025 million	High Needs Capital allocation	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Project is ongoing. 22 places are to be provided from September 2026 with the remaining 14 from September 2027
51	Education - SEND Provision	Shipley Parliamentary Constituency area	Policy SC2	Special School Places	130 places for children & young people with and EHCP relating to communication and interaction needs. Expansion of existing special schools on to satellite sites.	Essential	Short Term (2025 to 2030)	£8.75 million	High Needs Capital allocation	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Project is ongoing, pending consultation. Delivery is expected for the 2028/29 academic year.

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52	Education - SEND Provision	Keighley and Ilkley Parliamentary Constituency area	Policy SC2	Special School Places	36 places for children & young people with and EHCP relating to communication and interaction needs. Expansion of existing special school on to satellite site.	Essential	Short Term (2025 to 2030)	£2 million	High Needs Capital allocation	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Project is ongoing. Delivery is expected for the 2027/28 academic year.
53	Education - SEND Provision	Bradford East Parliamentary Constituency area	Policy SC2	Special School Places	56 places for children & young people with and EHCP relating to SEMH needs. Expansion of existing special school on to satellite site.	Essential	Short Term (2025 to 2030)	£1.8 million	High Needs Capital allocation	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Project is ongoing, pending consultation. Delivery is expected for the 2027/28 academic year.
54	Education - SEND Provision	Bradford South Parliamentary Constituency area	Policy SC2	Alternative Provision Places	Re-providing 32 places for Alternative Provision including the transfer of satellite site to new site	Essential	Short Term (2025 to 2030)	£0.5 million	High Needs Capital allocation	City of Bradford Metropolitan District Council	City of Bradford Metropolitan District Council	Project is ongoing, pending consultation. Delivery is expected for the 2027/28 academic year.
55	Health & Wellbeing - Secondary Care	Steeton with Eastburn	Policies ST4, SE1 and SC4	Airedale General Hospital	Redevelopment of Airedale General Hospital to provide a new hospital building based on the Hospital 2.0 blueprint, as part of Wave 1 of the Government's New Hospitals Programme.	Essential	Short Term (2025 to 2030) and Medium Term (2030 to 2035)	£1 billion to £1.5 billion	Department of Health & Social Care	Department of Health & Social Care National Health Service Airedale General Hospital NHS Trust	UK Government New Hospitals Programme	Estimated that construction will start in 2029 with completion in 2033.
56	Health & Wellbeing - Secondary Care	Bradford	Policies ST4 and SC4	Lynfield Mount Hospital	Redevelopment of Lynfield Mount Hospital including the refurbishment of the hospital's existing central building, upgrading two existing wards to provide 100 percent en-suite facilities, construction of a new two-storey ward block and provision of safe outdoor garden spaces and recreational areas.	Essential	Short Term (2025 to 2030)	£65 million	Department of Health & Social Care West Yorkshire Integrated Care System	Bradford District Care NHS Foundation Trust	Bradford District Care NHS Foundation Trust	To be delivered over four phases within some enabling works underway. Completion expected in 2028

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57	Sport, Leisure & Recreation	Ilkley	Policy SC5	Ilkley Grammar School	Replacement of School's existing 15 metre pool is at the end of its lifespan and in poor condition. The school is currently undergoing a rebuilding programme, as part of which the pool will be fully replaced and extended to 20 metres.	Essential	Short Term (2025 to 2030)	Total rebuilding and major redevelopment cost £52 million	Department for Education's School Rebuilding Programme	Bowmer + Kirkland (selected contractor) Department for Education Ilkley Grammar School	Ilkley Grammar School	Work is expected to be completed by 2029
58	Libraries	Bradford City Centre	-	New city centre library	Provision of a new library in Bradford City Centre at Britannia House to replace its current location. It is also proposed to move Bradford Local Studies to the same location.	Essential	Short Term (2025 to 2026)	Unknown	Bradford Libraries	City of Bradford Metropolitan District Council	Bradford Libraries Strategy (2025 to 2030) Bradford Libraries Delivery Plan (2026 to 2030)	Under construction. Completion expected in November 2026.
59	Burial Provision	District-wide	Policy SC2	Bereavement Services - Cemetery Expansion Plan – Phase 3	Implementation of Phase 3 of the Cemetery Expansion Plan. This will involve identifying and assessing new sites for a cemetery within Bradford District to serve the Muslim community beyond 2034.	Essential	Medium Term (2030 to 2035) and Long Term (2035 to 2043)	To be confirmed	Bereavement Services Strategy City of Bradford Metropolitan District Council Capital Programme	City of Bradford Metropolitan District Council	Bereavement Services Strategy	To be confirmed

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60	Green and Blue Infrastructure	Bradford City Centre Bradford North East Bradford North West Bradford South East Bradford South West	Policies ST3, NE1, BCC1 & BNE1. Site Allocations	Green and Blue Infrastructure Strategy - Focus Area A: Bradford Inner City - Emerging Opportunities	The following emerging opportunities for new/enhanced GBI provision have been identified within Focus Area A: Bradford Inner City: - Integrate street trees and pocket parks along key high streets and commuting routes to improve the public realm and enhance the setting of active travel routes. - Create a joined-up network of active travel routes linking inner city parks. - Develop new programmes to activate greenspaces and encourage their use by a wider audience. - Seek opportunities to de-culvert and re-naturalise sections of Bradford Beck through the inner city. - Explore opportunities to create more community growing spaces (including community orchards) in parks and public spaces (as well as schools, healthcare settings, and places of worship). - Create a city centre active travel hub as part of the proposed Southern Gateway Project (linked to the West Yorkshire Mass Transit system (Bradford Line), as a central meeting point of key active travel routes. - Ensure GBI is fully integrated within designs for the proposed Bradford City Village development. - Promote awareness of and access to Bradford Pennine Gateway NNR	Desirable	Short Term (2025 to 2030), Medium Term (2030 to 2035), and Long Term (2035 to 2043)	To be confirmed	To be confirmed	Aire Rivers Trust Business Groups Canal and River Trust Charities/ City of Bradford Metropolitan District Council Community Groups Developers Environment Agency Environmental charities/groups Natural England Town and Parish Councils Voluntary sector Yorkshire Water	Green and Blue Infrastructure Strategy (2026)	Will be delivered through a range of channels other than the planning system and when funding becomes available. It will also involve partnership working

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61	Green and Blue Infrastructure	Bradford City Centre Bradford North East Bradford North West Bradford South East Bradford South West	Policies ST6, NE1, BCC1, BNW1 and BSE1 Site Allocations	Green and Blue Infrastructure Strategy – Focus Area B: Bradford Connections – Emerging Opportunities	The following emerging opportunities for new/enhanced GBI provision have been identified within Focus Area B: Bradford Connections: - Introduce a programme of future urban tree planting with a focus on Little Horton and Bradford Moor where canopy cover is currently low. Deliver a replenishment programme to address the diminished tree stock within these settlements. - Connect heavily fragmented woodland between Northcliffe Park and Peel Park in the north and Bowling Park and Bierley Woods in the south. - Creation of community growing spaces, including community orchards throughout the city. - Create and restore accessible blue spaces (e.g. lakes and ponds) particularly in the north east to south west (e.g. Bradford Moor, Holme Wood, and Little Horton). - Develop active travel corridors into the city centre from outlying suburbs in the west of the district. - Create links and awareness to Bradford Pennine Gateway NNR	Desirable	Short Term (2025 to 2030), Medium Term (2030 to 2035), and Long Term (2035 to 2043)	To be confirmed	To be confirmed	Aire Rivers Trust Business Groups Canal and River Trust Charities/ City of Bradford Metropolitan District Council Community Groups Developers Environment Agency Environmental charities/groups Natural England Town and Parish Councils Voluntary sector Yorkshire Water	Green and Blue Infrastructure Strategy (2026)	Will be delivered through a range of channels other than the planning system and when funding becomes available. It will also involve partnership working

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62	Green and Blue Infrastructure	Keighley	Policies ST6, NE1 and KE1 Site Allocations	Green and Blue Infrastructure Strategy – Focus Area C: Keighley – Emerging Opportunities	The following emerging opportunities for new/enhanced GBI provision have been identified within Focus Area C: Keighley: - Working with the National Trust (East Riddlesden Hall) and Yorkshire Water explore opportunities to create Marley Country Park. - Improve the condition of footpaths within Higher and Lower Holme House Wood, including the installation of a footbridge. - Restore sections of the River Worth and North Beck. - Restore sections of the River Aire. - Improve the management and access of Park Wood LNR. - Create a network of community growing spaces, including community orchards throughout the town. - Increase and expand nature-friendly management practices and provision of habitats (e.g. ponds, nest boxes, wildflower meadows, and bug hotels) across parks, road verges, and open spaces in Keighley.	Desirable	Short Term (2025 to 2030), Medium Term (2030 to 2035), and Long Term (2035 to 2043)	To be confirmed	To be confirmed	Aire Rivers Trust Business Groups Canal and River Trust Charities/ City of Bradford Metropolitan District Council Community Groups Developers Environment Agency Environmental charities/groups Natural England Town and Parish Councils Voluntary sector Yorkshire Water	Green and Blue Infrastructure Strategy (2026)	Will be delivered through a range of channels other than the planning system and when funding becomes available. It will also involve partnership working

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63	Green and Blue Infrastructure	Bingley Keighley Shipley Silsden	Policies ST6, NE1, SP1, BA1, BI1, KE1, SI1 and SE1 Site Allocations	Green and Blue Infrastructure Strategy – Focus Area D: Keighley – Emerging Opportunities	The following emerging opportunities for new/enhanced GBI provision have been identified within Focus Area D: Keighley – Bingley – Shipley Corridor: - Introduce a programme of future urban tree planting across Keighley, Bingley, and Shipley. Deliver a replenishment programme to address the diminished tree stock within these settlements. - Improve connections from the Leeds-Liverpool Canal to adjacent urban areas, providing more opportunities for access and sustainable travel. - Introduce improvements along National Cycle Route 69 (and 696) with the aim of enhancing condition, functionality, and accessibility. - Expand, buffer, and connect fragmented deciduous woodland to the north of Keighley, including Low Wood LNR, to improve habitat connectivity and resilience of irreplaceable ancient woodland habitat. - Expand and buffer valuable semi-natural habitats; including lowland fen to the north of Bingley and floodplain grazing marsh to the north of Keighley. - Promote habitat enhancements for pollinators within Buglife’s B-network corridors, following the route of the Leeds-Liverpool canal. - Support landowners to deliver natural flood management across the GBI focus area as well as efforts to improve water quality	Desirable	Short Term (2025 to 2030), Medium Term (2030 to 2035), and Long Term (2035 to 2043)	To be confirmed	To be confirmed	Aire Rivers Trust Business Groups Canal and River Trust Charities/ City of Bradford Metropolitan District Council Community Groups Developers Environment Agency Environmental charities/groups Natural England Town and Parish Councils Voluntary sector Yorkshire Water	Green and Blue Infrastructure Strategy (2026)	Will be delivered through a range of channels other than the planning system and when funding becomes available. It will also involve partnership working
64	Open Space	District-wide	Policy NE1 and App 1 Site Allocations	Provision of open space	Provision of open space as part of new development to create satisfactory environments, and where justified, address additional demand created. This will be addressed on a site-by-site basis having regard to the evidence set out in the Open Space Audit (2021) and Open	Essential	Short Term (2025 to 2030), Medium Term (2030 to 2035), and Long Term	Will be determined on a site-by-site basis	Developer Contributions	City of Bradford Metropolitan District Council Developers	Open Space Audit (2021)	Will be determined on a site-by-site basis

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					Space Needs and Demands Assessment (2020) as well as up to date mapping and the Open Space Technical Paper. Levels of provision will be determined in line with the standards set out in Local Plan Appendix 11.		(2035 to 2043)			Landowners		



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