

Report of the Strategic Director Regeneration & Culture to the meeting of Bradford East Area Committee to be held on 15 April 2014.

AG

Subject:

Consideration of a Highway Improvement Line in the Canal Road Corridor

Summary statement:

This report considers the aspiration to revise a highway improvement line in the Canal Road Corridor.

The report seeks authority for delegated powers to be given to the Strategic Director Regeneration and Culture, in consultation with the Portfolio Holder, to progress this issue.

Mike Cowlem
Interim Strategic Director
Regeneration & Culture

Portfolio:

Planning, Housing and Transport

Report Contact: Joe Grint – Principal
Engineer Transport Planning
Phone: (01274) 434645
E-mail: joe.grint@bradford.gov.uk

Overview & Scrutiny Area:

Environment & Waste Management



1. SUMMARY

- 1.1 This report considers the aspiration to revise a highway improvement line in the Canal Road Corridor.
- 1.2 The report seeks authority for delegated powers to be given to the Strategic Director Regeneration and Culture, in consultation with the Portfolio Holder, to progress this issue.

2. BACKGROUND

- 2.1 The Council's Executive has approved a Masterplan for the proposed New Bolton Woods development in the Canal Road Corridor. The Masterplan is to be the basis of an Outline Planning Application currently being prepared by Canal Road Urban Village Ltd., (CRUVL) which is the Joint Venture Development Company established by the Council with its private sector partners Urbo Regeneration Ltd., to pursue the comprehensive development of the Centre Section of the Bradford-Shipley Canal Road Corridor Regeneration Area. CRUVL expect to be in a position to submit the proposed planning application in July 2014, and are working to identify the detailed transport requirements for the development and resolve any issues that could affect the delivery of the New Bolton Woods Masterplan.
- 2.2 One major outstanding issue is the existence of a Highways Improvement Line which protects land for the introduction of a gyratory system in the immediate area of the proposed local centre element of the New Bolton Woods development. This gyratory system was associated with the original plans for the improvement of Canal Road dating from the 1990's and is now unlikely to be required in its current form. A potential alternative 'on line' alignment for a highway scheme (planned to be funded from the West Yorkshire Plus Transport Fund) has been identified. This alignment proposal is being assessed via a transport model developed for the corridor incorporating the likely trip generation from the New Bolton Woods development to ensure that sufficient highway capacity is provided along this strategic transport corridor. The modelling work will also inform the strategic business case required to secure Transport Fund finance for the scheme. Assuming that the alternative alignment is able to cater for this traffic it is proposed to revoke the existing highway improvement line and introduce a new one that would protect the revised route for development purposes. The existing protected line is shown on Drawing No. 23557/IL1 and the approximate location of the potential protected line is shown on Drawing No. 23557/IL2 – the exact location of the line will be confirmed following a review of the design as part of the ongoing development work.
- 2.3 Work has already commenced on site for the delivery of an early phase of residential development involving 43 new homes, including 20 social housing units pre-sold to Great Places Housing Association. CRUVL are actively progressing proposals for additional new residential and commercial development within the New Local Centre that are forecasted to commence in early 2015. Consequently there is a necessity to progress the revision of the Highways Improvement Line for this corridor as soon as possible to allow the submission of the proposed NBW Masterplan Planning Application as currently programmed. Authority is therefore



sought for delegated powers to be given to the Strategic Director, in consultation with the Portfolio Holder to progress this issue.

3. OTHER CONSIDERATIONS

- 3.1 A scheme to improve the junction of Canal Road and Stanley Road is currently being progressed and is due for completion in Spring 2015. This will form the first phase of the Bradford - Shipley Corridor Improvement Scheme. Other phases, funded from the West Yorkshire Plus Transport Fund (WY+TF), will include the dualling of Canal Road between Kings Road and Frizinghall and improvements to the Valley Road / Otley Road junction in Shipley. Design work on these elements will commence this year and completion is due by 2020 subject to the successful outcome of negotiations with Government on the mechanisms to secure the funding streams for the West Yorkshire Plus Transport Fund.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The modelling work required is being undertaken with the support of specialist consultants funded from existing Department of Regeneration & Culture Economic Development Services revenue resources and will be independently assessed by Council officers within existing resources
- 4.2 There are no other specific financial implications arising from this report. All financial issues relating to scheme development will be considered in future reports relating to the detailed development of the highway improvement scheme.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no specific risk management issues arising from this report.

6. LEGAL APPRAISAL

- 6.1 The work identified in this report can be implemented through the Council's role as Highway and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.1.1 The public sector equality duty in s149 of the Equality Act applies to the Council in the exercise of its functions. Those functions will include the proposal referred to in this report.
- 7.1.2 The duty is to "have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under [the 2010 Act], (b) advance equality of opportunity between persons who share relevant



protected characteristics and persons who do not share it, [and] (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it". In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to participate in public life. It also includes taking steps to take account of disabled persons' disabilities and makes it clear that compliance with the duties "may involve treating some persons more favourably than others".

7.1.3 The duty is 'to have regard' which means such regard as is appropriate in the circumstances. The duty and its effect are wide-ranging and this is also reflected in the definition of relevant protected characteristics which are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.1.4 It is likely that the scheme that would ultimately be developed as a result of the proposal made in this report has the potential to impact on persons who share one or more of the relevant protected characteristics and appropriate consideration will be given during the design and delivery processes.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 The sustainability implications of the scheme that would ultimately be developed as a result of the proposal made in this report will be considered at the appropriate stages of scheme development. However it should be noted that the proposed realignment of the Highways Improvement Line will facilitate the development of a sustainable neighbourhood at New Bolton Woods.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 Although the scheme that would ultimately be developed as a result of the proposal made in this report could have the potential to lead to an increase in greenhouse gas emissions, complementary measures including a high quality walking and cycling route in the corridor and bus quality corridor improvements on the Manningham Lane / Keighley Road Corridor will help to mitigate those impacts.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 The community safety implications, particularly those relating to road safety, of the scheme that would ultimately be developed as a result of the proposal made in this report will be considered at the appropriate stages of scheme development.

7.5 HUMAN RIGHTS ACT

7.5.1 The scheme that would ultimately be developed as a result of the proposal made in this report will have an impact on some land including that occupied by business premises and thus there could be some human rights implications if a relocation or



closure of the businesses has a negative impact on individuals. However the feasibility of businesses relocating within the New Bolton Woods Development Site or being reconfigured to operate within the residual land will be considered as the scheme progresses.

7.6 TRADE UNION

7.6.1 There are no Trade Union Implications

7.7 WARD IMPLICATIONS

7.7.1 The proposal contained in this report affects the Bolton and Undercliffe Ward

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

7.8.1 The proposal will support the delivery of the New Bolton Woods Masterplan and as such will contribute to the Area Committee Action Plan Priority Eco 1 'Make Bradford East a better place to do business'

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

9.1 The Area Committee could choose to support the recommendations in the report. This would allow work on this issue to be completed as soon as possible and ensure that there would be minimum delay in the submission of the planning application for the New Bolton Woods Urban Village if the revised improvement line proves to be acceptable.

9.2 The Area Committee could choose to consider a further report on this issue once the investigations into the feasibility of revising the improvement line are complete. This would introduce additional delay into the submission of the planning application that would hamper CRUVL's ability to progress the NBW regeneration plans in a timely fashion and critically stall the delivery of the proposed next phases of early development that will provide more new homes, economic development benefits and job opportunities for local people.

9.3 The Area Committee could choose not to support the investigations into a revised improvement line on Canal Road. This would have a significant negative impact on the masterplan proposals for the New Bolton Woods Urban Village to the point that they may become unviable

10. RECOMMENDATIONS

10.1 That, subject to the outcome of an ongoing detailed study, delegated powers be given to the Strategic Director Regeneration and Culture, in consultation with the Portfolio Holder, to revoke an existing highways improvement line in the Canal



Road Corridor and replace it with a new improvement line.

11. APPENDICES

- 11.1 Appendix 1 – Plans showing existing and potential new location (approx) of improvement.

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Transportation, Highways and Engineering Sub Committee 22 January 1993 – A Review of the Highway Improvement Line Protecting Land for Canal Road Stage 2 Improvement.
- 12.2 Report to Executive 9 October 2012 – New Bolton Woods Masterplan



**APPENDIX 1 – PLANS OF EXISTING AND PROPOSED
IMPROVEMENT LINES**

