

Report of the Strategic Director of Place to the meeting of Executive to be held on 5 February 2019

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Subject:

Consideration of a Petition in relation to Health and Environment in Shipley.

Summary statement:

A petition was received by Full Council on 16 October 2018 and referred to Executive for consideration. This petition required the Council to respond to local concerns relating to the environment and health of residents in developing its proposals for the junction improvements at the site of the former Branch PH and at the Otley Road / Valley Road junctions.

This report updates Executive on the actions taken in response to this petition and progress which has been made on developing proposals for this junction.

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 A petition was received by Full Council on 16 October 2018 and referred to Executive for consideration. This petition required the Council to respond to local concerns relating to the environment and health of residents in developing its proposals for the junction improvements at the site of the former Branch PH and at the Otley Road / Valley Road junctions.
- 1.2 This report updates Executive on the actions taken in response to this petition and progress which has been made on developing proposals for this junction.

2. BACKGROUND

- 2.1 A petition was received by Full Council on 16 October 2018 and referred to Executive for consideration. This petition required the Council to respond to local concerns relating to the environment and health of residents in developing its proposals for the junction improvements at the site of the former Branch PH and at the Otley Road / Valley Road junctions. Specifically this petition required the Council to:
 - a) Engage local residents fully and meaningfully about any proposed development.
 - b) Design the works to prioritise health and wellbeing through improvements in road safety, air quality and traffic noise at and between these junctions and in particular at Shipley C of E Primary School.
 - c) Design any improvement to protect and complement local heritage including the former Branch Hotel and other features of the Saltaire World Heritage site and buffer zone.
 - d) Incorporate measures to encourage safer walking and cycling.
 - e) Design the improvement to incorporate measures to prevent rat running by A650/Canal Road and Shipley Town Centre traffic through neighbourhoods adjacent to these junctions.
 - f) Ensure that any improvements improve average journey times for road users through and between these junctions.
- 2.2 Improvement proposals for the junctions at the site of the former Branch PH and Otley Road / Valley Road form part of the wider West Yorkshire+ Transport Fund's Bradford to Shipley Route Improvement project. This £47m project comprises a series of interventions at various key junctions along the principal transport corridors of the A6037 Canal Road and A650 Manningham Lane between Bradford city centre and Shipley.
- 2.3 The Bradford Shipley Route Improvement Scheme aims to reduce congestion and journey times, improve air quality and increase road safety. The project seeks to

encourage sustainable transport such as cycling and walking, and enhance public transport. The project will also support jobs, businesses and housing development in the immediate areas and wider district. The Bradford Shipley Route Improvement Scheme is being developed alongside other projects such as the dedicated cycle route along the Canal Road and Valley Road, and the restoration of Bradford Beck.

- 2.4 This programme of initial consultation events commenced on 14 December and runs to 8 February 2019 to seek the view of local residents, commuters and other interested parties on the types of interventions which could be provided as part of this project including views on cycle paths, bus stops and lanes, parking and access to homes and businesses. The consultation programme involves a dedicated webpage and on-line survey as well as a series of staffed and unstaffed drop-in events where the initial plans and designs are displayed. Through this comprehensive engagement strategy, which is the first of a number to come, it is envisaged that it can be demonstrated that the Council is adopting an engagement approach which is both meaningful and comprehensive in its nature.
- 2.5 Once the results from this consultation are collated proposals for interventions will be developed and subject to rigorous assessment as required under the Combined Authority's Assurance Process as part of the outline business case submission. Details, and indicative plans, of the short-listed range of interventions developed based on the consultation responses will be released on the Council's website and at drop in sites prior to the submission of the Outline Business Case.
- 2.6 Subject to approval of the outline business case by the Combined Authority and confirmation of further funding detailed engagement with key stakeholders, affected land owners and adjacent property owners together with representatives of the local community will take place as interventions progress through the detailed design stages. The scope of this engagement is still to be defined.
- 2.7 Ultimately, the final scheme elements will be submitted as a Full Business Case submission to the Combined Authority and details of the scope of interventions will be published on both the Council's and Combined Authority websites.

3. OTHER CONSIDERATIONS

- 3.1 As proposals for the ultimate scheme elements are still in the early stages of development it is not possible to provide specific responses to 2.1(b) – 2.1(f) at this stage other than to confirm that these will be given appropriate consideration in the development stages of the project.
- 3.2 Being funded and promoted through the West Yorkshire+ Transport Fund the Council are required to show in its assessment of the proposals that it can demonstrate benefits in relation to carbon reduction, journey time savings as well as economic benefits associated with the delivery of the scheme. These outputs will need to be assessed at key delivery stages of the project aligning to the Outline Business Case, Full Business Case and Full Business Case plus Costs stages.

- 3.3 Transport Fund schemes also must wherever possible consider the incorporate of blue/green infrastructure in their deliverables. Through incorporation of such interventions in the overall package of elements the environmental benefits of the project can be enhanced and provide a more welcoming environment for local residents.
- 3.4 As part of the development of the proposals for the Otley Road / Valley Road junction and the former Branch junction the project team are maintaining regular dialogue with the Council's World Heritage Site Officer to ensure that any proposed interventions are sympathetic and complimentary to the boundary of the World Heritage site.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Funding for the scheme is totally derived from the West Yorkshire+ Transport Fund.
- 4.2 Initial funding for the development of the Outline Business case was secured through its mandate approval by the Transport Portfolio Holder Advisory Group (TPAG) where the programme's interim budget allocation was agreed. Funding of £341,000 was made available to the Council to develop the Outline Business Case. Additional funding of £1,256,500 was subsequently agreed by the West Yorkshire and York Investment Committee on the 21st March 2018 and made available to the Council to develop the Outline Business Case including advanced land acquisition giving a total funding budget of £1,597,500.
- 4.3 The staff resources and specialist technical services required to develop the scheme referred to in this report are funded through the scheme budget. It is currently envisaged that the development and delivery of this improvement will require the use of internal Council staff resources supplemented by external specialist support for key tasks.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 The governance of this project is the responsibility of the West Yorkshire Combined Authority (WYCA) and is controlled under their Assurance Framework. A rigorous project management system is in place for all West Yorkshire+ Transport Fund projects based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies. The scheme described in this report will be subject to these processes.
- 5.2 A detailed risk log has been developed as part of the initial project development and will continue to be updated as the project proceeds through its various stages of delivery.

6. LEGAL APPRAISAL

- 6.1 Promotion and development of the Bradford to Shipley Route Improvement scheme can be implemented through the Council's inherent powers as Highway and Traffic

Regulation Authority. Any land required in order to implement the scheme proposals which could not be acquired through negotiation with land owners may require the use of Compulsory Purchase Order powers under the appropriate legislation. Any such requirement would be subject to a separate report to the Executive to seek approval to the use of these powers.

6.2 A number of the elements of the Bradford to Shipley Route Improvement scheme will exceed the thresholds of Section 105A-C of the Highways Act 1980 relating to the necessity for an Environmental Impact Assessment to be undertaken before any improvement can be approved, which again would ensure that due consideration is given to the petitions scope. Such an assessment would consider:

- a) A description of the improvement on the site, size and design of the scheme;
- b) A description of the measures envisaged in order to try to avoid or reduce adverse effects;
- c) The data required to assess the main effects which the improvement will have on the environment; and
- d) The outline of the main alternatives studied and the main reasons for the choice of solution made.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due consideration has been given in writing this report to the Council's duties under Section 149 of the Equality Act 2011.

Proposals for upgrades of junction traffic signals will wherever possible include the introduction of pedestrian facilities which will improve the accessibility and particularly benefit disabled people.

7.2 SUSTAINABILITY IMPLICATIONS

Delivery of the Bradford to Shipley Route Improvement scheme will support the future housing requirements for the District.

Improvements to the traffic flow which are anticipated as a consequence of the introduction of improvements on both Canal Road, Manningham Lane and at the Otley Road / Valley Road junction will assist in reducing the level of harmful pollutant emissions from vehicles.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Improvements to the strategic transport corridors of A6037 Canal Road and A650 Manningham Lane will assist in reducing the level of CO₂ emissions from vehicles. A detailed assessment of the likely levels of savings resulting from the final proposals will be made as part of the Outline Business Case.

7.4 COMMUNITY SAFETY IMPLICATIONS

Wherever possible the scheme will facilitate the introduction of safe pedestrian and cycling facilities on these corridors as well as improving street lighting and providing other environmental impacts. These will all have a beneficial impact on Community Safety.

7.5 HUMAN RIGHTS ACT

There are no Human Right Act implications associated with the contents of this report.

7.6 TRADE UNION

There are no Trade Union implications associated with the contents of this report.

7.7 WARD IMPLICATIONS

Due to the nature of the Bradford to Shipley Route Improvement scheme various interventions are potentially proposed in a number of wards including City, Bolton & Undercliffe, Windhill & Wrose, Shipley, Heaton and Manningham wards.

Local ward councillors for each of these wards have been consulted as part of the current consultation exercise on the initial proposals to seek their views on local concerns which may be addressed through this project. As the project proceeds through the various stages of its on-going development further continuing dialogue with members will take place on specific interventions within their wards in addition to the proposals for the project as whole.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Not applicable.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

There are no implications for corporate parenting associated with the contents of this report.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

- 9.1 Executive may choose to support the approach which has been adopted to the public engagement and development of proposals for the Bradford to Shipley Route Improvement scheme as set out in this report and receive a further report on the development of the proposals prior to the submission of the Outline Business Case to the Combined Authority.
- 9.2 Alternatively, Executive may wish to receive a summary of the feedback from the public consultation in order that its own views can be considered prior to the development of the detailed proposals prior to the Outline Business Case submission to the Combined Authority. This option will significantly delay the programme for the delivery of the Outline Business Case.

10. RECOMMENDATIONS

- 10.1 That Executive note and support:
- a) The arrangements for the engagement and consultation with the local community, commuters and other interested stakeholders which are currently on-going;
 - b) That the proposals for improvements associated with the Bradford to Shipley Route Improvement scheme are still being developed and that an outline strategy for the on-going engagement and participation of the affected communities has been identified.
 - c) That due consideration will be given to the concerns raised in the petition in developing proposals for the outline business case submission to the Combined Authority for the project.
- 10.2 That Executive receive a further report on the development of proposals for the Bradford to Shipley Route Improvement scheme prior to the submission of the Outline Business Case in order that the benefits in relation to improvements of journey times and the environment of Shipley, particularly those in close proximity to Shipley C of E Primary school, can be fully understood.
- 10.3 That the lead petitioner be informed accordingly.

11. APPENDICES

- 11.1 Appendix A – Petition related to health and environment in Shipley
- 11.2 Appendix B - Bradford to Shipley Route Improvement Scheme Consultation Leaflet

12. BACKGROUND DOCUMENTS

- 12.1 Scheme File 103231
- 12.2 Project Mandate – Bradford to Shipley Corridor Improvement Scheme