

Report of the Strategic Director – Place to the meeting of Executive to be held on 7th January 2020

AM

Subject:

**Bradford to Shipley Route Improvement Scheme
West Yorkshire Plus Transport Fund Project**

Summary statement:

Following the West Yorkshire Combined Authorities approval of the Outline Business Case (OBC) submission for the Bradford to Shipley Route Improvement Scheme in December 2019 this report seeks:

- a. Executive's approval to the principles of the Bradford to Shipley Route Improvement Scheme for two of the presented scheme options in the OBC:
 1. Option 1 – Preferred Option “with” new Valley Road Railway Bridge **(Appendix A)**
 2. Option 2 – Preferred Option “without” new Valley Road Railway bridge **(Appendix B)**
- b. Approval to make contact with land owners / affected parties to explore the extents to which it may be possible to acquire land and rights needed for the scheme through voluntary negotiation.

Steve Hartley
Strategic Director of Place

Report Contact: Richard Gelder
Highway Services Manager
Phone: (01274) 437603
E-mail: Richard.Gelder@bradford.gov.uk

Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area
Regeneration and Environment

1. SUMMARY

1.1 Following the West Yorkshire Combined Authorities approval of the Outline Business Case (OBC) submission for the Bradford to Shipley Route Improvement Scheme (BSRIS) in December 2019, this report seeks:

1. Executive's approval to the principles of the Bradford to Shipley Route Improvement Scheme for two of the presented scheme options in the OBC:
 - A. Option 1 – Preferred Option “with” new Valley Road Railway Bridge **(Appendix A)**
 - B. Option 2 – Preferred Option “without” new Valley Road Railway bridge **(Appendix B)**
2. Approval to make contact with land owners / affected parties to explore the extents to which it may be possible to acquire land and rights needed for the scheme through voluntary negotiation.

2. BACKGROUND

- 2.1. The Bradford to Shipley corridor is a key strategic route network which links the two centres, as well as crucial connector route between the city of Bradford with key local centres within Airedale and Wharfedale such as Keighley and Ilkley.
- 2.2. Valley Road / Canal Road A6037 also serves as a main strategic link to the M62 Motorway. Average Annual Daily Traffic (AADT) flows along the A6037 varies from 25,600 (north of Briggate) to 40,500 (north of Bolton Lane) on a typical weekday and is the authority's preferred route for such through-traffic movements.
- 2.3. Several significant trip generators, (education institutions and employment sites) are situated along the corridor such as Forster Square Retail Park, Bradford University Campus and Bradford City Football Ground. It also links major future development sites identified in the emerging Bradford Local Plan, in particular the Shipley and Canal Road Corridor which is a priority regeneration area in the Bradford District and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region. This has its own supporting Area Action Plan (Shipley and Canal Road Corridor AAP adopted in 2017). For these reasons the corridor is part of the West Yorkshire Key Route Network and has previously been identified as one of the necessary highway interventions to be included in the West Yorkshire Plus Transport Fund.
- 2.4. The OBC for the Bradford to Shipley Route Improvement Scheme was approved by the West Yorkshire Combined Authority Investment Committee on the 4th December 2019 with a funding allocation cost of £47.9m. This document identified two 'preferred' scheme options were identified as meeting the key benefits required from the scheme as part of a sifting exercise looking at long list to short-list development. Both preferred options include key changes to both Canal Road and Manningham Lane corridors comprising:

- Four lanes along the Canal Road corridor (2 lanes Northbound, 2 lanes Southbound).
- The Manningham Lane corridor to include a new bi-directional segregated cycle track between Otley Road and Hamm Strasse with improved pedestrian facilities and bus journey time reliability.

The principal difference between the options relates to the potential for the construction of a new Valley Road railway Bridge (Option 1) with an estimated construction cost of £76m or construction of the scheme without a new Valley Road railway bridge (Option 2) with an estimated construction cost of £53.7m.

- 2.5. Both preferred options outlined above include not only those interventions which achieve the scheme's key objectives but also measures which were designed to address concerns raised through the public consultation exercise that took place between December 2018 and February 2019.

Benefits – A6037 Canal Road Route

- 2.6. The A6037 Canal Road corridor is a key strategic route network and the proposals are to widen the carriageway to two lanes in both the northbound and southbound directions to increase traffic capacity, reduce congestion and improve journey times.
- 2.7. The benefits of the preferred options include improved journey time savings by up to 18 minutes for the Preferred Option “with” new bridge and 15 minutes for the Preferred Option “Without” new bridge.
- 2.8. The preferred options “with” and “without” new Valley Road railway bridge provides excellent value for money with a Benefit Cost Ratio (BCR) of 10.27 and 13.27 respectively.
- 2.9. Enhanced green Infrastructure is proposed throughout the preferred scheme options, the scheme provides the opportunity to deliver green infrastructure enhancements, building on the work already undertaken at the Linear Park, Bradford Beck and the Canal Road Greenway. This multi-functional green corridor has helped biodiversity and ecological networks and provides a high quality setting for walking, cycling and recreation along the corridor. Well planned green infrastructure incorporated into the design of the scheme will help mitigate and adapt to climate change. Tree planting can help with natural air cooling, collecting nitrogen oxides and absorption of carbon dioxide.
- 2.10 An existing culvert over Bradford Beck exists adjacent A6037 Valley Road between Poplars Road and Briggate. The new highways alignment will position a portion of the widened carriageway over the existing culvert. The existing and proposed road network within the vicinity of the A6037 Valley Road culvert currently has a 20% chance of flooding in any given year due to the restrictions on flows that the culvert puts on Bradford Beck. The preferred options reduce this flood risk by naturalising Bradford Beck in creating a new open channel (**Figure 1**).

Figure 1 – Visual showing what the naturalising of Bradford Beck could look like



- 2.11. A high-level hydraulic flood model has determined that re-naturalising the beck reduces water levels along the flooded reaches therefore reducing the flood risk to the road network to a 2% chance of occurring in any given year.
- 2.12. The naturalisation of the Bradford beck and associated biodiversity enhancements will have a significant benefit for biodiversity and other natural services.
- 2.13. The route lies within the Bradford Habitat network. This is a strategic network which is designed to enable resilience for wildlife against development pressure and climate change. The network links provides stepping stones between the series of protected sites or important habitats within the Metropolitan District and the canal road corridor has a special significance in that it links the biodiversity of the wider district into the city centre.
- 2.14. A management plan has been produced for this area and many of the outcomes within this plan are incorporated into the preferred scheme options. The naturalisation of the beck will provide habitat and wildlife corridors for birds, butterflies, (the nectar highways) bees and other invertebrates, small mammals and amphibians. Wetlands, wildflower grasslands and woodlands will be created and features such as mammal passes, otter holts, bird and bat boxes will add to the possibilities for wildlife.
- 2.15. The creation of habitat and wildlife features will have wider benefits. Trees and other plants sequester carbon from the atmosphere and ameliorate the impacts of Climatic change. They also provide clean air benefits and landscape improvements.

Benefits – A650 Manningham Lane Route

- 2.16. The A650 Manningham Lane / Keighley Road route currently handles a mix of strategic and local movements, with an average of 19,000 vehicle movements per day, it also handles more cyclists, pedestrians and bus movements than the former.

- 2.17. The A650 Manningham Lane / Keighley Road route also has a higher concentration of residential and business frontages with several local accesses and connecting side streets which link directly onto the corridor.
- 2.18. The Benefits of the preferred options on the A650 Manningham Lane / Keighley Road route is to transform it to a more sustainable transport corridor (**Figure 2**).
- 2.19. Both preferred options are successful in reassigning significant traffic (strategic through traffic) away from the A650 Manningham Lane corridor to the A6037 Canal Road corridor. The Preferred Option “with” new bridge reassigns traffic by up to 26% and the Preferred Option “without” bridge option by up to 18%.
- 2.20. To encourage modal shift away from motorised vehicles and promote more active travel, a segregated cycle track is proposed along the A650 Manningham Lane route between A6181 Hamm Strasse and A6038 Otley Road. The cycle track will connect to the existing cycle track network and the greenway.

Figure 2 – Visual showing what A650 Mannigham Lane could look like



- 2.21. The proposals will see the introduction of a 20mph zone on the A650 Manningham Lane/ Keighley Road/Bradford Road corridor and peripheral residential streets. This, in conjunction with a host of traffic management measures that will encourage vehicle speeds appropriate for the route, which will be re-focused to prioritise pedestrians, cyclists and public transport. The works on adjacent routes will also serve to discourage unwanted through traffic.
- 2.22. 20mph zones are a recognised means of reducing road collisions and associated casualties. They are very effective at protecting our most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision and/or the resulting severity. There is evidence that even relatively small reductions in mean vehicle speeds can have a positive impact on

the rate and severity of collisions. In addition to the road safety benefits, such schemes also have a positive effect on encouraging walking and cycling activity, as well as helping to reduce severance and enhance liveability.

- 2.23. In 2019 a significant part of Bradford city centre was designated as a 20mph zone; this currently changes back to 30mph at the start of A650 Manningham Lane (at its junction with A6181 Hamme Strass/Drewton Road). There are also approved plans to promote a similar zone in Shipley town centre in 2020. The proposed 20mph zone for the A650 Manningham Lane area would effectively bridge the gap between these two areas, creating a continuous zone between the two district centres.
- 2.24. The preferred scheme options will deliver enhanced pedestrian facilities and safe crossing points at key desire lines.
- 2.25. Bus service reliability is expected to be improved through a combination of the removal of significant levels of other through traffic, and deployment of camera enforcement technology to prevent parking that would otherwise cause delays along the route or hinder access to bus stops. The rationalisation of side road entry points will also improve bus journey times and deliver safety benefits by reducing the potential for conflict through turning manoeuvres.
- 2.26. The two preferred scheme options which are shown in **Appendix A and B** and described in this report will remain subject to change through refinement of the detailed design, including consultation with stakeholders.

The Strategic Context for the Scheme

- 2.27. The Council's Local Plan: Core Strategy (adopted 2017) sets out the spatial vision for development growth across the Bradford District to 2030. The growth plan for the Bradford District anticipates the development of over 42,100 new homes with a broad distribution of housing development as shown in the Table 1 below:

Table 1: Housing development

Sub-Area	No. of New Homes
City of Bradford	27,750
Airedale	8,450
Wharfedale	2,500
Pennine Towns and Villages	3,400

- 2.28. Within the City of Bradford Sub Area the Core Strategy sets a target for the delivery of 3,100 dwellings within the Shipley and Canal Road Corridor. The sites and other allocations were established through the Area Action Plan which was adopted in 2017. The majority of residential units within the Shipley and Canal Road corridor area (City of Bradford Sub-Area) will be through the delivery of the Bolton Woods and Bolton Woods Quarry developments. As part of the Urban Eco Settlement ambitions, the Corridor will deliver sustainable buildings with innovative and contemporary architecture, Bolton Woods wildlife area and a linear park and water features linking the town centre of Shipley to Bradford city centre. This is supported by the Bradford to Shipley Route Improvement Scheme preferred options.

- 2.29 As part of the Local Plan, it is critical that there is an integrated approach to transport and development across the district to facilitate sustainable communities and ensure the future economic ambitions for Bradford. The development of transport policies within the Local Plan have had regard to the wider role Bradford has within the Leeds City Region with national road and rail networks dissecting the district. Transportation supports the economy by connecting businesses with supplier and customers, and enables people to travel to work.
- 2.30. Congestion costs business many millions of pounds a year, and improved transport links, especially its reliability is a key priority. If the Bradford to Shipley Route Improvement scheme does not proceed, as overall travel demand increases, the employment and housing allocation sites come forward and with natural background growth, there will be existing road congestion and delay on routes that already experience high levels of congestion.
- 2.31. Economic competitiveness could be lost and new developments, including regeneration projects may not take place as investors look elsewhere. Local businesses which are already affected by increased journey times may be persuaded to relocate. Local air quality will worsen in line with congestion.
- 2.32. Directing WY+TF investment into the Bradford to Shipley Route Improvement scheme is expected to address many of the accessibility constraints that serve to restrict growth in the area and the wider district, supporting and expanding the growth aspirations of the Local Plan.
- 2.33. An efficient and effective transport system helps increase the number of people wanting to live, work and spend leisure time in the district, which in turn builds strong and vibrant local communities.

KEY ISSUES

- 2.34. Despite the fundamental role, the Bradford to Shipley Route Improvement scheme plays to the city of Bradford and the wider district, there are several key issues with the current highway which can be summarised as follows:
- Severe congestion and poor journey time reliability in the am and pm peak periods.
 - Delays and unreliable journey times for bus services serving the corridor.
 - High levels of through traffic and rat-running in adjacent residential areas.
 - Conflicts between turning movements and general traffic flow, particularly on alternative connecting routes.
 - Impact on accessibility to employment and housing sites along the Bradford to Shipley corridor, as well as the economic centres of Bradford city and Shipley town centre.
 - Impact on accessibility to rail stations (Frizinghall and Shipley Stations).
 - Risk of flooding along the Corridor.
 - Poor air quality.
 - Road safety issues, particularly with pedestrians and cyclists.
 - Poor quality public realm and landscaping – impacting on pedestrian and cyclist amenity.

- 2.35. The above all contribute to an increasingly inefficient highway network, resulting in unreliable travel opportunities and presenting constraints to economic growth and impacting on the viability of strategic growth sites in proximity to the corridor, such as those identified in the Shipley and Canal Road AAP, together with those spread out across Bradford. The added impact of the poor public realm and air quality conditions along the corridor further damages the quality of life of existing and future residents of the area, and deters more journeys being made on foot and by bike.
- 2.36. Those existing issues and constraints along the corridor demonstrate the need for intervention on the Bradford to Shipley Route Improvement scheme, and comprises the strategic case for this scheme.

Objectives

- 2.37. The objectives for improvements on the Bradford to Shipley Route Improvement scheme have been identified and aligns with Regional and Local Policy objectives as well as national transport and sustainable development objectives, the Leeds City Region SEP, the Transport Strategy 2040, the Local Plan policies and the Bradford Council's Economic Strategy.
- 2.38. The Bradford to Shipley Route Improvement Scheme objectives are as follows:
- To increase capacity on the Bradford to Shipley Route Improvement Scheme to a level which can accommodate the predicted demand from the level of residential and employment growth around the corridor.
 - To ease the congestion issues which are a lead cause of air quality issues, slow peak journey times and an inefficient highway network.
 - To improve access to existing and proposed employment sites and the strategic and primary route network.
 - To improve the safety of the Bradford to Shipley Corridor, alongside improving the detrimental environmental issues.
 - To enhance the accessibility of potential housing growth allocations in the Local Plan.
 - To support the housing and employment allocations through a sustainable transport network.
 - To support a modal shift from the private car.
 - To enhance public transport, walking and cycling along the corridor

Public Engagement And Consultation

- 2.39. The project has benefitted from engagement and consultation with key stakeholders and members of the public at an early stage as part of developing the Outline Business Case. A public consultation exercise took place from the 14th December 2018 until the 8th February 2019 (8-weeks duration) specifically on the Bradford to Shipley Route Improvements Scheme. During this exercise, local residents, road users, businesses and community members were invited to comment on the proposals, visit an exhibition, which featured illustrative plans, or attend one of the four drop-in events which were organised to meet and discuss the plans with Bradford Council officers. The objectives of the consultation were:
- To promote the Bradford to Shipley Road Improvements Scheme Consultation;

- To inform local residents, businesses, ward members, and potential users of the proposed plans; and
 - To gather feedback for future development of the scheme.
- 2.40. A website (www.yourvoice.westyorks-ca.gov.uk/bradfordshipley) was also created to support the above consultation, and featured scheme plans and information necessary for public participation. A survey link was embedded in the website, asking questions about the plans and inviting feedback/comments from visitors. The website was designed, built and hosted by the West Yorkshire Combined Authority on their 'Your Voice' engagement portal. In addition to the website and survey, paper copies were printed and made available at the exhibition displays. To complement the public consultation, a leaflet was produced showing a map of the overall area of the proposed improvements, objectives and artistic illustrations of the site.
- 2.41. Posters which advertised the drop-in events and unstaffed exhibitions were also produced and displayed at strategic locations across Bradford, for instance public facilities, on board bus services operating in the area and places of interest. Leaflets were also distributed at various council offices. A door-to-door postal leaflet drop was undertaken to 3,700 residential properties and businesses in the vicinity of the scheme in early January, to further encourage engagement.
- 2.42. A Members 2.5-hour briefing session was held on the 11th December 2018 for all Members in Bradford to discuss the scheme details with the Bradford Council project leads and view plans prior to the public consultation. Unstaffed exhibitions displays were available at Bradford City Hall, Tesco Superstore (Peel Centre), and Shipley Library from 14 December 2018 – 8 February 2019.
- 2.43. During the eight week's consultation period, a total of 865 respondents participated. A total of 776 online and paper surveys were received, 43 individuals asked a question through the online Q&A tool via the Your Voice website, and 46 emails were received. 6,700 unique visits were made to the engagement website, and engagement via social media and communication channels meant that close to 5,500 individuals were potentially reached about this activity.
- 2.44. In terms of feedback, almost three fifths (64%) of the respondents are in support of the proposals to make improvements along the A6037 Canal Road/Valley Road/A6038 Otley Road, and over half (57%) for the A650 Manningham Lane / Keighley Road / Bradford Road corridor. The majority of the respondents (over 90%) believe that traffic congestion is either high or very high. The analysis report is available on the projects website: www.yourvoice.westyorks-ca.gov.uk/bradfordshipley

Land Acquisition

- 2.45. Land acquisition will be required for both of the preferred options however the impact on land has been kept to a minimum compared to other more ambitious options that were considered within the OBC submission.

- 2.46. The final design and securing of required land will take place up to Full Business Case (FBC) submission to the Combined Authority. Currently programmed for early 2022.

Timescales

- 2.47. Timescales for the project are extremely challenging with the aspiration to start construction in 2022 and complete in 2025.

3. OTHER CONSIDERATIONS

- 3.1 In developing the Outline Business Case and preferred approach, several other options were considered. The main interventions for each of the options are:

- a. **Do-Minimum option** - Measures that the Council would fund and take place regardless of whether the BSRIS scheme goes ahead. This comprises access improvements at the various development proposals identified for the model area.
 - b. **Mandate / Expression of Interest (EOI) budget allocation option (£48.7m)** - 3 lanes along the A6037 Canal Road corridor (2 lanes Northbound, 1 lane Southbound including 3 lanes over the Valley Road railway line. The A650 Manningham Lane corridor to include some improvements for pedestrians and cyclists.
 - c. **Most Ambitious option (£262m)** - 2 lane dual carriageway along the A6037 Canal Road corridor including a new 5 lane bridge over the Valley Road railway line. The A650 Manningham Lane corridor to include a full segregated cycle track between Otley Road and Hamm Strasse with improved pedestrian facilities, bus lanes and bus journey time reliability.
- 3.2 If the Bradford to Shipley Route Improvement scheme does not proceed (Do-minimum option), it is expected that the situation will increasingly deteriorate as travel demand increases due to the significant employment and housing sites allocated in the Local Plan / AAP come forward. Economic competitiveness could be lost and new developments, including regeneration projects may not take place as investors look elsewhere. Local businesses which are already affected by increased journey times may be persuaded to relocate. Local air quality and environmental problems will worsen in line with increased congestion.
- 3.3 It is therefore vital that targeted interventions identified in the preferred options(s) are provided that address congestion and support a sustainable transport network.
- 3.4 Options b) and c) above were discounted due having not met all the schemes objectives or being significantly over the scheme budget of £47.9m
- 3.5 In order to identify which of the OBC options provides the greater value for money and economic benefits, an economic appraisal of each of the scheme options was carried out. The BCR for each option is shown in Table 2.

Table 2: BCR for scheme options within the OBC

Criteria	EOI Option	Preferred “with” new Bridge Option	Preferred “without” new Bridge Option	Most Ambitious Option
BCR	10.6	10.27	13.27	3.30

- 3.7 Those issues described in Section 2 of this report also extend to areas outside of the Bradford to Shipley Route Improvement Scheme area such as Shipley town itself (including Saltaire/Shipley junctions and surrounding schools), particularly Saltaire junction and the A650 Bingley / Bradford Road. Those issues are currently being assessed through the Shipley Eastern Congestion Relief feasibility study and the Bradford Clean Air Plan (B-CAP) discussed further in section 7.2 of this report.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The funding for the preferred “without new Valley Road railway bridge” scheme option is totally derived from the West Yorkshire Plus Transport Fund.
- 4.2 By securing OBC approval in December 2019, further funding of £2.07m has been allocated to develop the detailed design and specification for the scheme through to FBC with Finalised Costs (Stage 2, Activity 5 of the PMO process)
- 4.3 The total funding from the West Yorkshire Plus transport fund for the Bradford to Shipley Route Improvement Scheme which has been agreed in principle is up to a maximum cost of £47.9m.
- 4.4 The total estimate of the preferred “without new Valley Road railway bridge” scheme option is £53.8m which includes an appropriate allowance for land costs and risk at this stage of the development. Despite the scheme estimate being over the allocated budget of £47.9m, it is sought that through detailed development to FBC with Finalised Costs, the scheme estimate will reduce to within budget through risk mitigation, value engineering and competitive tendering.
- 4.5 The staff resources and specialist technical services required to develop the preferred “without new Valley Road railway bridge” scheme option will be funded through the scheme budget.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Responsibility for the governance of this project is the responsibility of the West Yorkshire Combined Authority and is controlled under their Assurance Framework. A rigorous project management system is in place for all West Yorkshire Plus Transport Fund projects based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies.
- 5.2 A detailed QRA (Quantified Risk Assessment) register 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.

- 5.3 Project & Programme Board meetings consider the risks associated with scheme delivery and provide appropriate mitigating direction.

6. LEGAL APPRAISAL

- 6.1 The two preferred “with and without new Valley Road railway bridge” scheme options can be implemented through the Council’s powers as Highway and Traffic Regulation Authority.
- 6.2 An important part of the scheme design process is the need to ensure that the rights of the individual are recognised and that due regard has been given to human and public sector equality rights which are particularly relevant to the proposed scheme.
- 6.3 The European Court has recognised that *"regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole"*. Project officers are of the view that in designing the scheme options, careful consideration has been given to the balance to be struck between individual rights and the wider public interest. Any interference with European Convention rights is considered to be justified in order to secure the economic, social, physical and environmental benefits that the highway scheme is expected to deliver.
- 6.4 Moreover, scheme project officers believe that whatever highway scheme is preferred, the scheme will be in the public interest and that this outweighs any harm that may be caused by either scheme and the acquisition and interference with third party land and rights needed for the scheme and that any interference with any human rights protected by the Human Rights Act 1998 and the “European Convention on Human Rights” is considered to be justifiable, in order to secure the public benefits that the highway scheme will bring to the highway network, local communities and wider area.
- 6.5 This Report recommends that authority is given to start to contact and wherever possible open negotiations with landowners and occupiers of the land needed for either of the scheme options and that the outcome should in due course be reported back to the Executive for consideration of whether the Council’s powers of compulsory purchase are likely to be needed, if it is apparent from preliminary enquiries that there is likely to be little or no prospect of land and rights being acquired through voluntary means. In any event that the Council should continue to initiate any formal compulsory purchase procedures in parallel with negotiations”.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.1.1 In addition to the human rights legislation and requirements, project officers in formulating the design proposals have so far and at this stage, also had regard to the Council’s statutory duties and obligations under the Equality Act 2010 and in particular, to the Council’s obligations under Sections 149 and 150 of the said Act, by taking into account the differential impact either scheme option is likely to have on various groups of persons with protected characteristics. As a result, project

officers are satisfied that no negative impact upon any protected social groups has been identified.

7.1.2 Furthermore, both scheme options aim to maximise public access by being fully DDA compliant and dementia friendly, with plans to consult and engage all relevant stakeholder groups throughout the design process.

7.1.3 The introduction of pedestrian facilities throughout the scheme will improve the accessibility of the local area and will particularly benefit disabled people.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 The benefits of the two preferred “with and without new Valley Road railway bridge” scheme options will support the delivery of new housing and economic developments in the short term as well as opening up long term development opportunities in the area particularly in Airedale and Wharfedale through releasing transport constraints.

7.2.2 Improvements to the traffic flow on the A6037 Canal Road and A650 Mannigham Lane corridors will assist in reducing the level of harmful pollutant emissions from vehicles and lead to improved air quality for local residents.

7.2.3 Increased safety provision for cyclists and pedestrians through provision of new pedestrian and cycle facilities across the scheme including new controlled pedestrian crossings and segregated cycle track. The proposed facilities will assist in encouraging greater use of cycling and walking in the locality.

7.2.4 The scheme will de-culvert and naturalise a section of Bradford Beck mitigating flooding issues along the A6037 Canal Road corridor.

7.2.5 In addition to delivering the Bradford to Shipley Route Improvement Scheme, the Council is also preparing a Clean Air Plan for Bradford (B-CAP) in line with Ministerial Direction. The critical success factor and primary spending objective of the B-CAP is to achieve compliance with the EU Limit Value for Nitrogen Dioxide (NO₂) in the shortest possible timeframe, expected to be in 2022, which will bring forward compliance by at least 5 years. The B-CAP also seeks to improve the health of Bradford residents whilst avoiding adverse impacts on residents and businesses in the district. The whole of the Bradford to Shipley Route Improvement Scheme falls within the B-CAP scheme area and both schemes are being coordinated together to improve air quality. Impact of these schemes on Air Quality will be confirmed after final design at the next stage.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 The assessments carried out in preparation of the Bradford to Shipley Route Improvement Scheme include the consideration of greenhouse gas emissions.

7.3.2 The assessment will be included within the final proposal made as part of the formal approval submission to the Combined Authority for the next authorisation stage.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 The scheme will facilitate the introduction of safe pedestrian and cycling facilities, traffic calming, 20mph zone, red route camera parking enforcement, flood mitigation, improved street lighting and general traffic management including the reduction of turning movement conflicts. Other Environmental improvements will also be included. These proposals will have a beneficial impact on Community Safety.

7.5 HUMAN RIGHTS ACT

7.5.1 Not applicable

7.6 TRADE UNION

7.6.1 There are no Trade Union implications arising from this report

7.7 WARD IMPLICATIONS

7.7.1 The scheme impacts on 5 wards as shown below:

- Bolton & Undercliffe Ward
- Mannigham Ward
- Windhill & Wrose Ward
- Heaton Ward
- Shipley Ward

7.7.2 Details of consultation and engagement that included the above wards is detailed in paragraph 2 of this report.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

7.9.1 Improvements to air quality, road safety, modal shift from car to walking, cycling and using public transport will improve the environment for children and young people and will have a positive effect on outcomes for health and wellbeing.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

7.10.1 Not applicable

8. **NOT FOR PUBLICATION DOCUMENTS**

8.1 None

9. **OPTIONS**

9.1 The Executive have the following options:

- a) Executive could choose to support the recommendations which would ensure that the Bradford to Shipley Route Improvement Scheme could be developed within the timescale of completion by 2025.

- b) Executive could choose not to support the recommendations but this would jeopardise the delivery of a scheme which will contribute to the economic growth of the District and in turn would impact on the delivery programme of The Council's other projects within the West Yorkshire+ Transport Fund.
- c) Executive could choose to make additional resolutions related to the scheme.

10. RECOMMENDATIONS

10.1 That the Executive resolve as follows:

- a) Support and approve proposals described in both of the preferred "with" and "without" new Valley Road railway bridge options as the preferred approach to the delivery of the Bradford to Shipley Route Improvement Scheme agreed by the West Yorkshire Combined Authority's Outline Business Case submission approval.
- b) That the Executive approves making contact with land owners / affected parties to explore the extents to which it may be possible to acquire land and rights needed for the scheme through voluntary negotiation.
- c) That a further Report is presented to the Executive on the outcome of preliminary enquires with landowners and affected parties, along with recommendations on whether it may be necessary to rely on the use of compulsory purchase powers to support the scheme.

11. APPENDICES

11.1 Appendix A – Plan showing Option 1 – Preferred Option "with" new Valley Road Railway Bridge

11.2 Appendix B – Plan showing Option 2 – Preferred Option "without" new Valley Road Railway Bridge

12. BACKGROUND DOCUMENTS

- Report to Executive 9th October 2012
- Report to The Council 16th October 2012