

## Report of the Strategic Director of Place to the meeting of Executive to be held on 7<sup>th</sup> December 2021

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### **Subject:**

IMPROVEMENT LINE REVIEW FOR HIGHWAY SCHEMES 2021

### **Summary Statement:**

Highway Improvement lines are sections of land designated for the construction of new roads and the alteration of existing roads whether for general traffic, public transport, cycling or walking to ensure that development does not take place. The Improvement Line Review (ILR) is a process carried out regularly to consider all declared improvement lines and determine whether they are still required for future highway improvements.

This report presents the findings of the latest ILR and makes recommendations on whether existing improvement lines should be retained, amended or revoked. The ILR also considered the need for new improvement lines to be declared for new highway improvement schemes within existing capital programmes or emerging strategic plans and details of these are provided in the report appendices.

### **EQUALITY & DIVERSITY**

The public sector equality duty in Section 149 of the Equality Act 2010 applies to the Council in the exercise of this function. Those functions will include the proposals referred to in this report.

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

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Jason Longhurst  
Strategic Director of Place

### **Portfolio:**

Regeneration, Planning & Transport

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### **Overview & Scrutiny Area:**

Regeneration & Environment

## **1. SUMMARY**

- 1.1 Highway Improvement Lines (HILs) are sections of land designated for the construction of new roads and the alteration of existing roads whether for general traffic, public transport, cycling or walking to ensure that development does not take place. The Improvement Line Review is a process carried out regularly to consider all declared improvement lines and determine whether they are still required for future highway improvements.
- 1.2 This report presents the findings of the latest ILR and makes recommendations on whether existing improvement lines should be retained, amended or revoked. The ILR also considered the need for new improvement lines to be declared for new highway improvement schemes within existing capital programmes or emerging strategic plans and details of the proposed new Highway Improvement Lines (3) are included in the report appendices.

## **2. BACKGROUND**

- 2.1 Highway Improvement Lines are proposals for the construction of new roads or alterations of existing roads, whether for general traffic, public transport, cycling or walking and many are declared on Local Land Charge Searches for properties which lie within 200 metres of the centre line of the new or altered road. The elements of a Highway Improvement Scheme that affect individual property should be declared as Highway Improvement Lines and are only declared on searches for the individual properties concerned. It is particularly important to regularly review the register of HILs as they affect the potential for development and property values and can cause blight.
- 2.2 There are 35 Highway Improvement Schemes and Highway Improvement Lines declarable on Local Land Searches with many of these being established as part of the Replacement Unitary Development Plan (“rUDP”), second Local Transport Plan and West Yorkshire+ Transport Fund portfolios. There is a presumption that only those schemes which have a reasonable chance of proceeding in a finite period of time (10-15 years or greater in order to safeguard routes) should be retained and given the long history to some of the declared Highway Improvement Lines it is prudent to undertake periodic reviews of the currently declared lines.
- 2.3 Periodic reviews of declared lines also help minimise uncertainty and blight for owners whose property value can be adversely affected by being within the vicinity of a HIL. The last review of Bradford’s HIL register was undertaken in 2016 when a number of historic HILs were revoked and three new HILs were approved. Since then there have been no modifications to the HIL register to reflect changing Council priorities, scheme completions or emerging strategic plan requirements. Neither have proposals been revisited to ensure that they remain compliant with the requirement to accommodate active and sustainable transport facilities.
- 2.4 The desktop review of the existing register of HILs and potential new Highway Improvement Lines was undertaken against the following principles in order to prepare the recommended approach to the disposition of each proposal:
  - Is the HIL still required for the purpose originally identified?
  - If yes, is the scheme funded or likely to be funded in the near future (next 10-15 years)?

- If no, is there another scheme that would require the HIL to remain or is there an over-riding strategic need to retain the HIL?
- Does the scheme meet current transportation, planning or regeneration objectives (as set out in the Local Transport Plan (LTP), Local Development Framework (LDF), West Yorkshire+ Transport Fund, City Region Sustainable Transport Settlement (CRSTS) or Council Corporate Strategies)?
- Does the HIL have any detrimental impacts on individuals or other interests?
- Is there a requirement for new improvement lines to implement Council, WYCA, Transforming Cities Fund, West Yorkshire+ Transport Fund, CRSTS, LTP or LDF priorities?

2.5 The review has considered all existing HILs, new proposals as detailed in the West Yorkshire+ Transport Fund, Transforming Cities Fund, LTP, CRSTS, LDF, as well as the initial allocation work arising from the Local Plan and other West Yorkshire Combined Authority proposals.

2.6 Appendix 1 of this report includes four schedules (A-D) of proposed changes to the HILs Register. The changes to the register being recommended fall into one of three categories,

- a) continue to PROTECT (Schedule A);
- b) PROTECT with amendments or replacement scheme (Schedule B);
- c) REVOKE or DISCHARGE (Schedule C); or
- d) NEW improvement lines proposed as a result of this review (Schedule D).

Plans of amended HILs or proposed new HILs are shown in Appendices 3 and 4 respectively.

### **3. OTHER CONSIDERATIONS**

3.1 HILs are declarable on Local Land Charge searches in accordance with the Law Society's Local Property Search - Enquiries of Local Authorities Form – Conveyancing 29 (2002) and consequently can become a barrier to regeneration. This search form also includes questions about the proximity of highway schemes, and the highway improvement line drawings are used in the answers. Revoking and/or modifying highway improvement lines will enable blight to be removed from affected properties.

3.2 The Council currently has a number of improvement lines for historic scheme proposals which now realistically do not have the potential for delivery within a reasonable timeframe (10-15 years). Where HILs have been declared for a period over 15 years there has been a general presumption that such lines will be revoked unless an overriding strategic case can be identified to retain the HIL.

3.3 If a line is revoked it is no longer protected and development cannot be prevented on the land for highway reasons. If a line has been revoked and it is required again in the future for transport use, there might be development on the land that would make it more difficult and costly to purchase. If there has been no development on the land the same process of purchasing the land is required before work can be carried out.

- 3.4 Whilst the formal HIL programme review has identified a number of new HILs which it would be beneficial to declare to support future schemes the Executive should be aware that a number of projects which are currently in development are not yet at a stage where it is appropriate or possible to declare a HIL for their alignment. As work on these projects is progressed to a point where it may be possible to seek approval to declare a HIL separate approval from Executive will be sought on a scheme-by-scheme basis.

#### **Impact of HILs on Property Blight**

- 3.5 Blight is where the value of a property, or land, is substantially reduced because of a declared proposal to carry out highway improvements, such as road widening or junction improvements to an existing road. Owners of property, or land, which is affected by an improvement proposal can find that they are unable to sell their asset at its full unaffected market value. Properties which are on the line of the proposed improvement can be directly affected by blight. Blight can also affect properties that are not directly on the line of the improvement and where no land is required for a scheme.
- 3.6 An owner of property which is affected by blight can serve a blight notice on the Council requiring it to purchase the property in advance of a highway improvement scheme being brought to delivery or a Compulsory Purchase Order being confirmed. Whilst the blight notice compels the authority to purchase the property this is done on Compulsory Purchase Order terms.

### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 There are no 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.
- 4.2 The staff resources and specialist technical services required to carry out the statutory consultation on the proposed improvement line changes can be met from within existing service resources. Similarly, those required to develop any scheme referred to in this report would be funded through the respective scheme budget and provided within existing staff resources.

### **5. RISK MANAGEMENT & 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 Authority. From time to time a local highway authority can resolve to construct new roads or improve (widen) existing roads. A further formal resolution is needed to abandon or vary such proposals.
- 6.2 The legal process of the administration of highway improvement lines is set out in section 73(8) and Schedule 9 of the Highways Act 1980. Schedule 9 of the Act has effect in relation to the prescription of an improvement line and to the revocation of such a line or any part of it. The approval of the recommendations set out in this report are necessary to start the formal consultation process (as set out in Appendix 2).

- 6.3 Such proposals are noted on the local land charges register and their existence disclosed via local searches. Where the value of the land is affected by such proposals, there may be in certain circumstances, a right to serve a blight notice on the Council requiring it to purchase the affected land.

## **7. OTHER IMPLICATIONS**

### **Sustainability Implications**

- 7.1 The sustainability implications of any of the improvement schemes described in this report would ultimately be assessed and reported at the appropriate stages of scheme development.

### **Greenhouse Gas Emissions**

- 7.2 There are no greenhouse gas emission implications associated with the content of this report. Any specific greenhouse gas emission issues associated with the development and delivery of any projects developed as a result of the proposals in this report would be considered at the appropriate stage of development of the particular project.

### **Community Safety Implications**

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

### **Human Rights Act**

- 7.4 Any improvement scheme outlined in this report could have some degree of impact on land including that occupied by business premises, residential occupiers or other categories of land users and thus there would be some human rights implications associated with the development and delivery of any ultimate scheme proposal. As such specific human rights implications of the individual project(s) arising from the schemes highlighted in this report would be considered at the appropriate stages of their development.

### **Trade Union**

- 7.5 There are no Trade Union implications arising from this report.

### **Ward Implications**

- 7.6 Members and the local community will be consulted on any scheme proposals as they reach the appropriate stages of development.

### **Implications for Corporate Parenting**

- 7.7 None arising from the contents of this report.

### **Issues Arising from Privacy Impact Assessment**

- 7.8 There are no issues arising from the Privacy Impact Assessment.

## **8. NOT FOR PUBLICATION DOCUMENTS**

- 8.1 None.

## 9. OPTIONS

- 9.1 Executive could choose to support the recommendations in this report which would allow revocation of expired HILs to be taken forward and declare new HILs for strategic highway projects which will assist with their delivery.
- 9.2 Alternatively, Executive may wish to amend the individual recommendations as set out in Appendix 1 of this report. Were Executive to take such an approach appropriate officer advice will be given during the meeting.

## 10. RECOMMENDATIONS

- 10.1 That Executive approve:
- a) as per attached Appendix 1, Schedule A those HILs for which the declared alignment should continue to be protected;
  - b) as per attached Appendix 1, Schedule C those HILs which are no longer required due to their associated schemes being delivered are discharged from the register of improvement lines;
- 10.2 That Executive approve for initial consultation with affected property owners in accordance with the requirements of section 73 and Schedule 9 of the Highways Act 1980:
- a) those lines as per attached Appendix 1, Schedule B for which the Highway Improvement Line will be protected subject to the following modifications:
    - i) Item B.1 - Green Lane / Otley Road revoke drawing H/22323/5B and replace with drawing HS/N.22323/5C;
    - ii) Item B.2 – Sticker Lane South / Dudley Hill revoke drawing N/24311/DL-13A and replace with drawing PTH/HS/104824/GA2-1A;
    - iii) Item B.3 – Silsden Eastern bypass revoke drawing N/24328/DL-1A and replace with drawing N/24328/DL-1B;
    - iv) Item B.4 – Station Road / Bridge House Lane, Haworth revoke drawing T/47224/TN/17A and replace with drawing T/47224/TN/17B;
    - v) Item B.5 – Thornton Road / Cemetery Road revoke drawing 2237 and replace with drawing 60600564-ACM-GEN-THR-DR-CH-001;
    - vi) Item B.6 – Great Horton Road / All Saints Road / Horton Park Avenue revoke drawing N/22334/1B and replace with PTH/HS/103886/100/GA-1A;
    - vii) Item B.7 – Great Horton Road / Cross Lane revoke drawing N/22333/1B and replace with drawing HS/103814/OPT14/004A; and
    - viii) Item B.8 – Carlisle Road / Toller Lane / Whetley Hill revoke drawing H/23339/OPT-3a and replace with drawing PTH/HS/103813/TOL/100/GA-1C.
  - b) As per attached Appendix 1, Schedule C those schemes for which the Highway Improvement Line should be revoked.
  - c) As per Appendix 1, Schedule D those new highway improvement lines as follows:

- i) Item D.1 – West Bradford Cycle Superhighway shown on drawing(s) HS/104973/HIL-1A;
- ii) Item D.2 – Denholme bypass A629 to Keighley Road shown on drawing(s) HS/105197/HIL-1A;
- iii) Item D.3 – Steeton / Silsden A650 / A6034 cycle route shown on drawing(s) STSJ/ARP/00/XX/DR/CX/1003.

10.3 The authority be delegated to the Strategic Director of Place, in consultation with the Portfolio Holder to make any necessary amendments to proposed improvement lines to deal with responses from the consultation.

10.4 That following completion of the statutory consultation period a further report be presented to Executive to formally adopt the proposed lines consulted upon and to formally revoke those lines no longer to be prescribed.

10.5 That a further review of Highway Improvement Lines is undertaken following the adoption of the local Plan, or in 5 years' time (whichever is sooner) with any further modifications to existing lines, or new lines to be declared, being presented to Executive.

## **11. APPENDICES**

11.1 Appendix 1 – HIL Schedule Review Recommendations.

- a) Schedule A: HILs to continue to PROTECT
- b) Schedule B: HILs to continue to PROTECT with amendments and/or be replaced with alternative proposals.
- c) Schedule C: HILs to REVOKE.
- d) Schedule D: New HILs

11.2 Appendix 2 – Extract of Schedule 9 process (Highways Act 1980)

11.3 Appendix 3 – Highway Improvement Line Amendment Drawings.

11.4 Appendix 4 – New Highway Improvement Line Drawings.

## **12. BACKGROUND DOCUMENTS**

12.1 Highways Act 1980, section 73 & Schedule 9.

12.2 Improvement Line Review for Highway Schemes 2016, Report of the Strategic Director – Regeneration to Executive, 20 September 2016

## Appendix 1: Highway Improvement Line Review Recommendations

## Schedule A

<b>Highway Improvement Lines to continue to PROTECT</b>								
Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
A.1	Elliott Street, Silsden	24229	T/47224/TN/18A	Junction Improvement	No	Minor junction improvement to improve sight lines at junction of Keighley Road / Elliott Street.	Identified in UDP as being necessary to ensure access to redevelopment sites served by Elliott Street. This proposal would be the responsibility of any Developer	Continue to <b>PROTECT</b>
A.2	Legrams Lane / Ingleby Road	22335	22335/1B	Bus / Public Transport Junction Improvement	No	Links with existing CIP scheme strategy relating to outer ring road.	Land assembly issues associated with the delivery of this scheme impacted on suitability for CIP Phase 2 programme. Significant benefits still identified from improvement at this location.	Continue to <b>PROTECT</b>
A.3	Outer Ring Road, Little Horton Lane, Horton Park Avenue	22332	N/22332/1B	Bus / Public Transport Junction Improvement	Yes	Line declared in 1995 as part of Outer Ring Road junction improvement strategy  Potential future bus priority scheme and LCWIP proposal	HIL to be retained but new proposals to be developed reflecting current policy requirements for infrastructure projects.  HIL to be reconsidered at future review.	Continue to <b>PROTECT</b>
A.4	Denton Bridge	24045	T/47224/TN/20A	New bridge	No	New bridge being delivered through the Middleton Hospital planning application	Scheme to continue to be protected.	Continue to <b>PROTECT</b>
A.5	Daisy Hill, Silsden	24355	TN/24355/1	New link to support future development between Daisy Hill and Banklands Lane	Yes		Scheme to continue to be protected for future development purposes.	Continue to <b>PROTECT</b>

## Highway Improvement Lines to continue to PROTECT

Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
<b>A.6</b>	Church Street / St Mary's Road/ Ambler Street, Manningham	24245	T/47224/TN/22A	Visibility Splay Improvement	No	Line declared in 1996 to protect visibility splay over waste ground from development. Scheme is not in any capital plan.	Proposal has limited strategic benefit but does provide a road safety protection of a sight line at this location.	Continue to <b>PROTECT</b>
<b>A.7</b>	Coney Lane / Longcroft Park Lane, Keighley	60578	H/60578/1A	One-way Gyratory improvement	No	Line declared in 1999 to address congestion issues on Worth Way and Coney Lane.	Scheme introduces a one-way gyratory through junction improvements and introduction of traffic signal control.	Continue to <b>PROTECT</b>
<b>A.8</b>	Killinghall Triangle (incorporating Intake Road, Killinghall Road A6177)	21055	MW/21055/C/3	Bus / Public Transport Junction Improvement with Active & Sustainable Travel elements	No	Improvement line declared in 1988 for protection of a strategic route to airport  Incorporation of sustainable transport interventions will lead to property blight issues.	HIL to be retained but new proposals to be developed reflecting current policy requirements for infrastructure projects.  HIL to be reconsidered at future review.	Continue to <b>PROTECT</b>
<b>A.9</b>	Legrams Lane / Ingleby Road	22336	22336/1B	Bus / Public Transport Junction Improvement	No	Highway Improvement Line declared in 1995 as part of the outer ring-road improvement strategy.	HIL to be retained but new proposals to be developed reflecting current policy requirements for infrastructure projects.  HIL to be reconsidered at future review.	Continue to <b>PROTECT</b>
<b>A.10</b>	Tong Street	102579	TDG/THS/102579/LA1 TDG/THS/102579/LA2 TDG/THS/102579/LA3	Public transport corridor improvement	Yes	Project part of the West Yorkshire+ Transport Fund programme & Large Local Majors programme for DfT.	Scheme will facilitate improvements to support public transport use of Tong Street and wider sustainable travel (cycling)	Continue to <b>PROTECT</b>

## Highway Improvement Lines to continue to PROTECT

Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
							improvements which align with CIP2 proposals for Dudley Hill roundabout.	
<b>A.11</b>	South Bradford Park & Ride and Manchester Road Bus Expressway  Manchester Road / Mayo Avenue junction	23273	H/23273/PGA-1C	Park and Ride	No	Provision of a minimum 500 space park and ride facility with bus only access to Manchester Road developed as part of South Bradford Integrated Transport Improvements in 2002.	Original scheme now in process of revision by Transforming Cities Fund South Bradford Park and Ride & Manchester Road Bus Expressway proposals. HIL to be reviewed following approval of OBC development.	Continue to <b>PROTECT</b>
<b>A.12</b>	Queens Road / Midland Road / Station Road	22341	N/22341/1B	Traffic Signal Upgrade and bridge widening	No	Highway Improvement Line declared in 2001  Part of Outer Ring Road improvement strategy	Upgrade to Queens Road junctions with Station Road, Valley Road and Midland Road incorporating bridge widening / strengthening over railway line.	Continue to <b>PROTECT</b>
<b>A.13</b>	Kings Road / Queens Road	22342	N/22342/1B	Traffic Signal Upgrade to provide controlled pedestrian crossing facilities	No	Highway Improvement Line declared in 2001  Part of Outer Ring Road improvement strategy	Provision of controlled pedestrian crossing facilities to all legs of junction. Separation of left-turn manoeuvres to improve junction operation.	Continue to <b>PROTECT</b>
<b>A.14</b>	Keighley Gyratory	101986	HDU/101986/OE-1A	Circulatory Gyratory	Yes	Line declared in 2016 as part of proposals for Keighley Town Centre traffic management proposals.	Long-term intervention of Gresley Road one-way system and East Parade one-way system.	Continue to <b>PROTECT</b>

## Appendix 1: Highway Improvement Line Review Recommendations

## Schedule B

<b>HILs to continue to PROTECT with AMENDMENTS and/or REPLACE with alternative proposals</b>								
<b>Item</b>	<b>Scheme Name</b>	<b>Scheme No.</b>	<b>Drawing No. Currently Protected</b>	<b>Improvement Type</b>	<b>Property Blight</b>	<b>Strategic Issues</b>	<b>Scheme Evaluation</b>	<b>Recommendation</b>
<b>B.1</b>	Green Lane / Otley Road	22323	H/22323/5B	Bus / Public Transport Junction Improvement		Previously declared scheme design does not incorporate current sustainable transport priorities and amendment of HIL is therefore required.	Opportunities remain for delivery of this scheme via the development at Otley Road.	<b>REVOKE</b> scheme with drawing number H/22323/5B and <b>AMEND</b> with H/22323/5C
<b>B.2</b>	Sticker Lane South / Dudley Hill	24311S	N/24311/DL-13A	Bus / Public Transport Junction Improvement	No	Scheme due for delivery in 2022/23 as part of the CIP2 programme.  Revised alignment proposals developed as part of public consultation / engagement exercise undertaken in 2021/22	Scheme now forms part of the CIP Phase 2 project for Cutler Heights Lane / Dudley Hill and requires less land-take than protected in the original HIL	<b>REVOKE</b> scheme with drawing number N/24311/DL-13A and <b>REPLACE</b> with PTH/HS/104824/GA2-A
<b>B.3</b>	Silsden Eastern Bypass	24348	N/24328/DL-1A	New Link Road	No	Relieves impact on town centre.  Interface with North Yorkshire needs to be developed.  Potential link into Airedale hospital.	To open up sites for development in Silsden and therefore minimise the traffic impact within Silsden village. It would also allow environmental improvement to the town centre to be carried out post-construction of the route.	<b>REVOKE</b> scheme N/24328/DL-1A and <b>AMEND</b> with N/24328/DL-1B
<b>B.4</b>	Station Road / Bridge House Lane, Haworth	24646	T/47224/TN/17A	Provision of footways	No	Scheme has been partially delivered. Alternate routes which take pedestrians away	Only residual elements of scheme need to be retained.	<b>REVOKE</b> scheme T/47224/TN/17A and <b>AMEND</b> with T/47224/TN/17B

**HILs to continue to PROTECT with AMENDMENTS and/or REPLACE with alternative proposals**

Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
						from the busy trafficked roads between the railway station and the town centre have been developed.		
<b>B.5</b>	Thornton Road / Cemetery Road	22337	N/22337/1	Junction Improvement	No	Scheme is part of CIP Phase 1 programme and interacts with proposals for TCF scheme identified in D.1.  Original HIL did not accommodate LTN1/20 cycling requirements.	Update of declared HIL required to reflect latest proposals.	<b>REVOKE</b> scheme 2237 and <b>REPLACE</b> with scheme 103813 as shown on drawing PTH/HS/103813/THR/100/GA-1C
<b>B.6</b>	Great Horton Road / All Saints Road / Horton Park Avenue	22334	N/22334/1B	Road Widening / Junction Improvement and new link road	No	Currently part of the CIP Phase 1 programme for Outer Ring Road improvements	Update of declared HIL required to reflect latest proposals.	<b>REVOKE</b> scheme N/22334/1B and <b>REPLACE</b> with scheme 103886 shown on drawing PTH/HS/103886/100/GA-1E
<b>B.7</b>	Great Horton Road / Cross Lane	22333	N/22333/1B	Junction Improvement	Yes	Impacts on a large number of listed buildings.  Declared HIL does not take account of sustainable transport (LTN1/20) or Bus provision requirements	Revised proposals were developed as part of CIP1 programme but not progressed to delivery.  HIL to be amended to reflect CIP designs.	<b>REVOKE</b> scheme N/22334/1B and <b>REPLACE</b> with HS/103814/OPT11/004A
<b>B.8</b>	Carlisle Road / Toller Lane / Whetley Lane (includes Toller	23339	H/23339/OPT-3a	Junction Improvement	Yes	Currently part of the CIP Phase 1 programme for Outer Ring Road	Update of declared HIL required to reflect latest proposals.	<b>REVOKE</b> scheme H/23339/OPT-3a and <b>REPLACE</b> with

**HILs to continue to PROTECT with AMENDMENTS and/or REPLACE with alternative proposals**

<b>Item</b>	<b>Scheme Name</b>	<b>Scheme No.</b>	<b>Drawing No. Currently Protected</b>	<b>Improvement Type</b>	<b>Property Blight</b>	<b>Strategic Issues</b>	<b>Scheme Evaluation</b>	<b>Recommendation</b>
	Lane / Church Street junction)					improvements		PTH/HS/103813/TOL/100/GA-1C

## Appendix 1: Highway Improvement Line Review Recommendations

## Schedule C

<b>Highway Improvement Lines to REVOKE or DISCHARGE as complete</b>								
<b>Item</b>	<b>Scheme Name</b>	<b>Scheme No.</b>	<b>Drawing No. Currently Protected</b>	<b>Improvement Type</b>	<b>Property Blight</b>	<b>Strategic Issues</b>	<b>Scheme Evaluation</b>	<b>Recommendation</b>
<b>C.1</b>	Crack Lane, Wilsden	24390	E/T/24390/TN/6A & 7A	Road Widening & Junction Improvement	No		Scheme completed.	<b>DISCHARGE</b>
<b>C.2</b>	A658 Harrogate Road / A657 New Line	23340	H/23340/E/06A	Junction Improvement	Yes	Strategic route to airport	Scheme in construction. Completion expected Q4, 2021/22.	<b>DISCHARGE</b>
<b>C.3</b>	A650 Hard Ings Road, Keighley	103197	TDG/HDB/103197/PL-1A TDG/HDB/103197/PL-2A	Road Widening	Yes		Scheme completed	<b>DISCHARGE</b>
<b>C.4</b>	City Connect 2 – Canal Road Corridor	103116	TDG/HDA/103116/IL-1A TDG/HDA/103116/IL-2A TDG/HDA/103116/IL-3A TDG/HDA/103116/IL-4A TDG/HDA/103116/IL-5A TDG/HDA/103116/IL-6A TDG/HDA/103116/IL-7A TDG/HDA/103116/IL-8A	Segregated Cycle Route	No		Scheme completed.	<b>DISCHARGE</b>
<b>C.5</b>	Laycock Lane	24099	TN/24099/1	Bus Turning Circle	No	None	Historic scheme protected in 1987 which is no longer required.	<b>REVOKE</b>
<b>C.6</b>	Allerton Lane / Pitty Beck	24193	Plan 1, Plan 2, Plan 3	New link road and junction improvement	Yes	The purpose of the improvement scheme/line has been to facilitate major development proposals along this corridor with highway measures funded by developers.	This line was protected for development purposes and is unlikely to be implemented due to land issues and development on the declared line.	<b>REVOKE</b>

**Highway Improvement Lines to REVOKE or DISCHARGE as complete**

Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
<b>C.7</b>	Gt Horton Lane/ Southfield Lane	23338	H-23338-LOC-1A	Junction Improvement	No		Scheme completed.	<b>DISCHARGE</b>
<b>C.8</b>	Lucy Hall Drive, Baildon	24098	TN/24098/1	Bus Turning Circle	No	Line declared in 1987. Site is currently used for informal off-street parking	Scheme proposed to facilitate bus turning movements. It has a low priority in terms of bus usage (1 bus/hr) and cost.	<b>REVOKE</b>
<b>C.9</b>	Canal Road, Bradford	21577	N/21577/PL-1A	Road Widening	Yes	Line declared in 1993 as part of Canal Road Stage II proposals. Improvements to Stanley Road have been delivered as part of Pinch-point scheme.	Scheme has been partially delivered (Stanley Road junction) and proposals for creation of gyratory under Queens Road bridge no longer viable. Alternate proposals for WY+TF Bradford to Shipley Route Improvement Scheme do not require HIL at this location.	<b>REVOKE</b>
<b>C.10</b>	Canal Road / Valley Road Cycleway	23557	23557/AA06 P1 23557/AA06 P2 23557/AA06 P3 23557/AA06 P4	Off-highway cycle route	No	Route declared in 2007 as part of preparatory work for reopening of the Leeds / Liverpool canal.	Off-highway cycle route along proposed tow path alignment was delivered.	<b>DISCHARGE</b>
<b>C.11</b>	Bradford LRT Study	37535	37535	LRT Connection	Yes	Line declared in 2004 as part of LRT proposals for connection between Bradford Interchange and	Scheme no longer viable an superseded by MRT and TCF Proposals	<b>REVOKE</b>

### Highway Improvement Lines to REVOKE or DISCHARGE as complete

Item	Scheme Name	Scheme No.	Drawing No. Currently Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
						Forster Square.		
C.12	M62/M606 Link Road	49978	NIA	Strategic Road Network Proposal on behalf of Highways Agency	NIA	Historic scheme for improved connectivity between M606 and M62 motorways.	Does not form part of RIS2 pipeline (Road Investment Strategy) through to 2025 or indicated for RIS3 development	<b>REVOKE</b>
C.13	Manor Park Bends	23565	H/23565/DL-1A	Route reclassification and off-road Non-motorised User provision	No	Line declared in 2000	Accident rates which were original justification for scheme were address via speed reduction and so major scheme funding bid was withdrawn by CBMDC.	<b>REVOKE</b>

#### Notes

Where a line is recommended for **DISCHARGE** this indicates that the improvements which were protected by the HIL have been completed and therefore the need to retain the HIL no longer exists.

Where a line is recommended for **REVOCAION** this indicates that the review of the purpose of the original HIL, or its assessment of deliverability by the working group, has determined that there is little prospect of the improvement being realised in a reasonable timeframe (see paragraph 2.2) and/or the initial justification for the declaration of the HIL no longer represents Council priorities.

## Appendix 1: Highway Improvement Line Review Recommendations

## Schedule D

<b>NEW Highway Improvement Lines</b>								
Item	Scheme Name	Scheme No.	Drawing No. To be Protected	Improvement Type	Property Blight	Strategic Issues	Scheme Evaluation	Recommendation
D.1	West Bradford Cycle Superhighway Extension	104937	HS/104973/HIL-1A	Segregated Cycle Route	Yes	Part of the Transforming Cities Fund programme and interfaces with CIP proposals for the Thornton Road / A6177 junction. (B.8)	Scheme will provide a LTN1/20 fully segregated cycle route from along the Thornton Road corridor connecting Bradford city centre with Thornton.	<b>APPROVE</b> for consultation new Highway Improvement Line
D.2	Denholme Corridor A629 to Keighley Road	105197	HS/105197/HIL-1A	Protection of former abandoned track bed of Thornton to Keighley line.	Yes	The A629 is a developing housing, transportation, leisure and commuter corridor linking Halifax, Keighley and Bradford and forms a major alternative route to the A650 from the south side of Bradford, north towards the Yorkshire Dales.	Average daily traffic through village is 11,000 vehicles. Accident statistics in area are high due to poor road layout and general topography Potential HIL could follow old track bed from abandoned Thornton – Keighley line	<b>APPROVE</b> for consultation new Highway Improvement Line
D.3	Silsden / Steeton Sustainable Transport Crossing A650 / A6034	104246	STSJ-ARP-00-XX-DR-CX-1003	Cycle and pedestrian crossing route	No	Cycle access routes to Steeton & Silsden crossing scheme proposal	Crossing scheme currently being progressed to FBC. The routes protected are on the principal approaches to the crossing.	<b>APPROVE</b> for consultation new Highway Improvement Line

**SCHEDULE 9 to the Highway Act 1980  
(Sections 73 and 74)**

**Improvement Lines and Building Lines**

1 Before a line is prescribed by the Minister he shall consult the councils of the county and district, or in Greater London the local authority, in whose area is situated the street or highway in relation to which the line is to be prescribed.

2 Before a line is prescribed by a county council, as highway authority, they shall consult the council of the district in which is situated the street or highway in relation to which the line is to be prescribed.

**[F12A**Paragraph 2 above does not apply in relation to a street or highway in Wales.]

3. . . . . **F2**

4 A line which a highway authority proposes to prescribe shall be shown on a plan to be signed, if the authority are a council, by the proper officer of the council.

5 The plan shall be deposited at the offices of the authority or, if the Minister is the authority, at such place as he may direct, and may be inspected by any person free of charge at all reasonable hours during a period of one month from the day on which it is so deposited.

6 As soon as the plan has been so deposited the authority shall give notice of the proposal to prescribe the line and of the times and place at which the plan may be inspected, and of the effect of section 73 of this Act or, as the case may require, section 74 of this Act and of paragraph 7 below to every owner, lessee and occupier of land affected.

7 The authority shall consider any objection to the proposed line made within 6 weeks from the date on which the notices aforesaid were given and may then prescribe the line.

8 Not later than 6 weeks after the date on which the authority prescribe the line they shall prepare a plan, duly sealed and authenticated, on which the line shall be shown and shall give notice of the prescribing of the line and of the time and place at which the said plan may be inspected to every owner, lessee and occupier of land affected.

9 If the authority revokes the line, they shall—

- (a) give notice of the revocation to every owner, lessee or occupier of land affected and to **[F3**the Chief Land Registrar]; and
- (b) indicate on the plan prepared in accordance with paragraph 8 above the extent to which the line has been revoked.

10 Where a local highway authority prescribes a line or revoke a line or any part thereof they shall do so by resolution.