

Report of the Strategic Director of Place to the meeting of Executive to be held on 4 January 2022

AN

Subject:

Steeton and Silsden Crossing Project

Summary statement:

To provide Executive an update on the development of the Steeton and Silsden Crossing project and to seek Executive's endorsement of the schemes further development, benefits and proposals.

It will also request that delegated authority be given to the Strategic Director Place in consultation with the portfolio holder to progress a range of issues to ensure delivery of the scheme within the required timescales, including the use of compulsory purchase powers to achieve the desired objectives.

EQUALITY & DIVERSITY:

An Equality Impact Assessment has been carried out. It was concluded that there will be benefits in terms of the improved pedestrian and cycling approaches up to and including the crossing facility (new bridge) for those in the age, disability, pregnancy and maternity characteristics through safer crossing opportunities contributing to the Equality Objective: Employment and Skills by improving connectivity and maximising access to jobs

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Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 The proposed project is intended to alleviate pedestrian and cycling safety concerns at the junction of the A629, Keighley Road and Station Road in the Bradford District (Fig 1), while also boosting active travel participation in the area. This will be achieved through the provision of a safe crossing facility, and supporting active travel interventions, and options for delivering this have been explored through the development the Outline Business Case (OBC) approved by the West Yorkshire Combined Authority in June 2021.
- 1.2 The report provides details of the scheme as developed through the Outline Business Case and outlines the necessary further stages of development through the West Yorkshire Combined Authority Assurance Framework.

2. BACKGROUND

- 2.1 On 27th March 2017 the Combined Authority was awarded £700k, as Cycle City Ambition Grant (CCAG) 'top-up' funding for Bradford Council to undertake the work required to develop an Outline Business Case (OBC) for a project to address the severance issues for pedestrians and cyclists associated with the A629 between Steeton and Silsden.

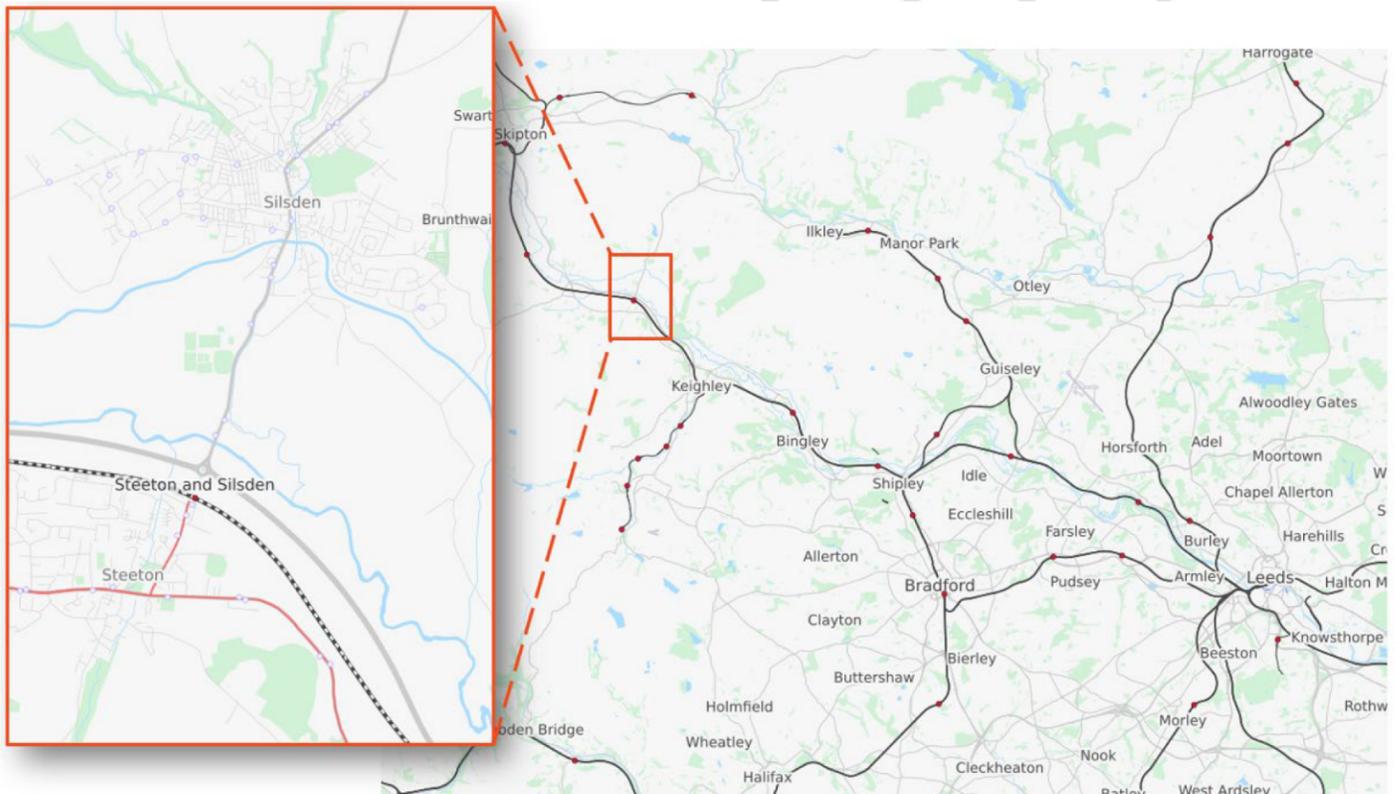


Fig 1: Study area
Source: Arup, © OpenStreetMap

- 2.2 Whilst there was a suggestion that the preferred solution to this issue is a new bridge, it was necessary through the development of the OBC to demonstrate that all options have been explored in order to determine that the preferred option is deliverable and would provide good value for money.
- 2.3 As with all capital projects funded through the Combined Authority, this project is subject to the Combined Authority's assurance framework. The project has been assessed at Expression of Interest (EoI) stage, approved to proceed to OBC in October 2017 with OBC approval obtained in 2021.
- 2.4 As with other CCAG funded projects the project sits within the CityConnect programme and is managed within the programme governance arrangements including support from the Combined Authority's Programme and Communications and Engagement teams.
- 2.5 To validate the need for the intervention, user surveys were undertaken in March 2019 to understand current demand and travel patterns as well as the likely increase in walking and cycling should the scheme be delivered. 65% of respondents travel between Silsden and Steeton by car as part of their journey, and of these, 76% would consider cycling or walking if a dedicated crossing was in place over the A629. Further information can be found on the projects website:
<https://www.yourvoice.westyorks-ca.gov.uk/steeton-silsden>
- 2.6 Following the surveys and a detailed policy review, a set of overarching scheme objectives were developed around the broad themes of accessibility, safety and the economy.
- 2.7 These objectives have been used to develop and assess a long list of 23 infrastructure options. To ensure an exhaustive list of options was generated, four broad intervention categories were considered;
- at-grade options (e.g. upgraded crossing points)
 - below grade options (e.g. underpasses)
 - above grade options (e.g. bridges)
 - Any other options.
- 2.8 Within each of these categories a 'hierarchy of interventions' has been considered as follows: 'Do nothing', 'Reform', 'Better use', 'Improve existing' and 'New'.
- 2.9 At the option sifting stage, each option was assessed using an extensive multi-criteria analysis framework. This included categories such as personal and road safety, delay for all users, deliverability, likely cost and connectivity to key destinations (including the station).
- 2.10 The outcome of this sifting exercise is a shortlist of five options for more detailed consideration:

- An at-grade option to provide a signalised toucan crossing across the western arm of the A629;
- A below grade (underpass) option across the western arm of the A629;
- A below grade (underpass) option on a diagonal alignment from the south east of the junction to the north west;
- An above grade (bridge) option across the western arm of the A629;
- An above grade (bridge) option on a diagonal alignment from the south east of the junction to the north west.

2.11 Objectives

2.12 The objectives developed for the scheme through the OBC have been underpinned by robust process of Investment Logic Mapping (ILM). A comprehensive baselining exercise was carried out to build a clear understanding of the challenges and issues the scheme is required to address.

2.13 The key issues identified are centred on severance, accessibility, safety and sustainability and these are reflected in the SMART objectives outlined below.

2.14 Project SMART Objectives

Objective No.	OBC Project SMART Objective
1	Eliminate the key barrier to active travel between Steeton and Silsden through the provision of an A629 crossing that delivers 100% segregation from general traffic and minimises average delay to less than 10 seconds for all users.
2	Provide better access to facilities and services, such as Steeton and Silsden Station and Airedale Hospital, with an active travel link between Steeton and Silsden that has 100% level access and is 90% segregated from general traffic.
3	Make active travel a natural and popular choice for local and short distance trips and deliver a 20% uplift in walking and a 50% uplift in cycling between Steeton and Silsden within 5 years of the scheme opening.
4	Reduce the number of active travel accidents by 100% at the junction of the A629, Keighley Road and Station Road, and by 20% on Keighley Road and Station Road between Steeton and Silsden within 1 year of the scheme opening.
5	Reduce greenhouse gas emissions and noise pollution through a mode shift to active travel that results in a 5% reduction in vehicle movements within 5 years of the scheme opening.

Table 1: Project SMART Objectives

2.15 Strategic Context

2.16 The key strategic drivers for this investment can be categorised under four broad headings:

- Removing a known severance;
- Enhancing local accessibility and connectivity;
- Improving safety for all transport users; and
- Delivering a sustainable solution to a market failure.
- Removing a known severance

2.17 Due to the presence of multiple barriers, both natural and man-made, there is a major problem of community severance between the settlements of Steeton and Silsden in the Bradford District. In close proximity to the Airedale Rail Line, the River Aire and the Leeds and Liverpool Canal, the primary underlying cause of this severance is the A629 dual-carriageway with very high daily traffic flows and a 70mph speed limit.

2.18 The combined impact of these barriers acts to reduce permeability and connectivity. In practice this means that residents of Silsden are not able to easily travel south towards the facilities of nearby Steeton, which include a railway station for access to Leeds, Bradford, Skipton and Carlisle and the local Airedale Hospital. Conversely, residents and visitors in Steeton cannot easily access the different range of facilities, including retail that are on offer in Silsden. The severance is compounded by inadequate pedestrian and cycle crossing facilities at the A629, which consists of uncontrolled crossing points on each of the four arms of the roundabout. The combination of the four barriers and the available infrastructure means that all journeys between Steeton and Silsden are channelled through this single crossing point which is serving as a deterrent to walking and cycling. The user survey that was carried out at Steeton and Silsden Train Station as part of the OBC development, 65% of the 55 respondents travel by car between Silsden and Steeton as part of their journey, and 76% of these would consider walking or cycling if a dedicated A629 crossing was in place. Linked to SMART Objective 1

2.19 Enhancing local accessibility and connectivity

2.20 The distance between Steeton and Silsden (1.5km from Steeton and Silsden Station to the centre of Silsden), and the fact that there are a large number of key trip attractors and generators, creates ideal conditions for providing walking and cycling opportunities as a means of boosting accessibility and connectivity. However, observed data demonstrates that this is not the case, highlighting a clear market failure and therefore strategic driver for this scheme.

2.21 2011 Census Journey to Work data shows that of the 437 commuters making the daily trip between the two settlements, only 11% are walking trips and 1% cycling trips. This suppression of walking and cycling between Steeton and Silsden is considered to be largely due to the inadequate existing provision with very limited cycle infrastructure currently in place.

2.22 The user survey carried out at the station emphasised this, with safety and the severance of the A629 quoted as the main reasons car is the dominant mode of choice. The study area has been segmented and specific issues summarised, and there are a number of recurring themes:

- Narrow, variable or no footways with poorly maintained surfaces;
- High traffic volumes and speeds;
- Extensive footway parking;
- Low quality crossing facilities;
- HGVs creating noise and air pollution resulting in a hostile environment; and
- Street clutter, poor signage and low-quality lighting.

2.23 When combined, these factors are serving to create an environment that is not conducive to walking and cycling which is resulting in persistently low mode shares and restricted accessibility and connectivity between two important communities. Linked to SMART Objectives 2 and 3

2.24 Improving safety for all transport users

2.25 Safety is a serious issue in this area, the data shows that there has been a cluster of accidents at the A629 and Keighley Road junction involving pedestrian and cyclists, several of which have been serious in nature.

2.26 People walking and cycling are the second and third most likely road users to be involved in accidents, only behind motorcyclists. Pedestrians and cyclists are 21-24 times more likely to be a fatality per passenger kilometre than a car occupant. The vast majority of these incidents are related to adverse interactions with motor vehicles and caused by a myriad of factors.

2.27 The user survey that was undertaken at Steeton and Silsden railway station supports many of these national findings, demonstrating that the very real issue of safety in the area is understood by local residents and is therefore influencing their travel decisions. Of the 55 respondents to the survey, 67% stated that their usual mode of transport to the station was car, and 49% of these would consider cycling or walking as part of their journey to the station if conditions were right. The primary concern for the majority of these respondents was safety, with 65% of them stating that they perceive it as the main barrier.

2.28 The combination of empirical evidence and user perceptions, it is clear that safety is a major strategic driver for this scheme. It is also apparent that these concerns will not be overcome through a junction intervention alone. For this reason, options that consider wider connectivity and specifically access to the station have also been considered through the development of this OBC. Linked to SMART Objective 4

2.29 Delivering a sustainable solution to a market failure

2.30 With significant growth planned to the south of Silsden, effectively bringing the two settlements closer together, a mode shift away from private vehicles, and particularly towards active travel, will be important to limit increases in air and noise pollution,

and improve local health outcomes. Walking and cycling infrastructure has the ability to support local housing growth ambitions, providing alternative modes that could support higher-density development within a mile of an existing station with frequent links to both Leeds and Bradford.

- 2.31 The various issues described through the first three strategic drivers are combining to create an environment that is car-friendly and not conducive to walking and cycling. This in turn is serving to suppress active travel mode shares, perpetuating local environmental issues, and contributing to the market failure that has led to the strategic requirement for this intervention. Linked to SMART Objective
- 2.32 How the project contributes to the achievement of the Leeds City Region's Strategic Economic Plan (SEP) (2016)
- 2.33 Economic Case: (SEP) (2016) has four inter-connected strategic investment priorities:
- Priority 1: Growing Business
 - Priority 2: Skilled People, Better Jobs
 - Priority 3: Clean Energy & Environmental Resilience
 - Priority 4: Infrastructure for Growth
- 2.34 These priorities are simple, streamlined and evidence based. They bring together the diversity and strengths of the City Region and respond to opportunity, whilst also tackling known market failures and barriers to businesses and individuals realising their full potential.
- 2.35 *Priority 3 and 4* are the most relevant for the Steeton and Silsden crossing project. A summary of the priorities, including the relevant underlying headline initiatives, is provided below:
- 2.36 **Priority 3 – Clean Energy and Environmental Resilience**
The delivery of walking and cycling infrastructure supports the wider delivery of green infrastructure by enabling people to take sustainable modes of travel and building in flood resilience to a part of the transport network liable to flooding.
- 2.37 Increases in walking and cycling resulting from the scheme will reduce the number of vehicles travelling in the study area, reducing the impact on air quality and CO2 emissions arising from the movement of vehicles.
- 2.38 Directly supports Headline Initiative 7 – *Make climate change adaptation and high quality green infrastructure integral to improving the city region economy and its spatial priority areas.*
- 2.39 **Priority 4 – Infrastructure for Growth**
The provision of a new active travel route and the removal of a key severance will support employment growth in a manner that is beneficial to the environment. Furthermore, it will achieve this in a way that is aligned with the concept of 'Good Growth':

- Enabling those people without access to a car to ensure the accessibility of jobs and services;
 - Joining up new employment and housing developments planned as part of Bradford's Core Strategy (2017), with existing employment and health centre's such as Airedale Hospital;
 - Building high-quality walking and cycling infrastructure that futureproofs the health and wellbeing of the residents of Steeton and Silsden.
- 2.40 It is also directly supportive of the Bradford-specific ambitions within the SE to Improve health, tackle inequality and foster self-reliant and strong communities.
- 2.41 Procurement Strategy
- 2.42 A number of different contractual options for the construction works have been considered through the OBC but will be confirmed during development of the Full Business Case (FBC).
- 2.43 Procurement of multidisciplinary designer / consultants will need to be appointed to professionally coordinate and undertake the design and development process of the next stages of the West Yorkshire Combined Authority Assurance Framework i.e. FBC. This service will likely include the undertaking of intrusive surveys and to develop the detail of the scheme for tender purposes. The designer will also need to engage with approving authorities and other stakeholders to obtain highways approval, planning consent and other required statutory approvals.
- 2.44 Subject to funding approvals, the project may undertake two procurement exercises, both in excess of £2 million for the next stages of development and construction of the project and reported to the Overview and Scrutiny Committee in accordance with the requirements of Contract Standing Order 7.2.1 (CSO 2021/22).
- 2.45 Economic Case
- 2.46 Project Appraisal
- 2.47 The OBC economic case has been prepared in accordance with the HM Treasury Green Book principles, Green Book Supplementary Guidance and the Department for Transport (DfT) Transport Appraisal Guidance (TAG)
- 2.48 Preferred Option Selection
- 2.49 Preferred Option is no.1 - Bridge single arm (West) plus corridor interventions

Option	Option 1 (Preferred Option)	Option 2 (Less Ambitious)	Option 3 (Moderately Ambitious)
Description	(OBC ref. C2) Bridge, single arm (West) plus corridor interventions	(OBC ref. A8) Signalised Toucan crossing (including speed reduction from 70mph to 50mph), single arm plus supporting corridor interventions	Underpass, single-arm (West)
NPPV	£3,095.53	£2,714.94	£4,135.38
BCR	1.79	2.04	2.39

Table 2: Scheme option appraisal

- 2.50 The OBC economic case suggests that the most economically efficient selection would be Option 3, the most economically efficient as it has the highest Net Present Public Value (NPPV) and Benefit Cost Ratio (BCR).
- 2.51 However, the decision on the preferred option should be based on a holistic appraisal of all five cases. The monetised economic impact of the bridge, single arm (west) is almost as large as the subway and is considered a stronger option from a strategic case perspective, particularly on safety and aesthetic grounds.
- 2.52 This option is also likely to have a higher degree of constructability and lower whole-life maintenance costs.
- 2.53 For these reasons, the preferred option for the OBC submission is Option 1, the bridge, single arm (west) plus corridor interventions. However, given the slightly weaker economic value for money position compared with Option 3, underpass, it is recommended that, as a minimum, both the preferred and moderately ambitious options are progressed through to any future stakeholder and public consultation as part of the FBC development.

3. OTHER CONSIDERATIONS

- 3.1 Planning consent will be sought for the scheme once the design is further developed in the FBC stage.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Combined Authority was awarded £700k, as Cycle City Ambition Grant (CCAG) 'top-up' funding for Bradford Council to undertake the work required to develop an OBC for the project.
- 4.2 Of the £700k spent at OBC, sufficient funding is available to develop the preferred scheme option excluding corridor interventions.
- 4.3 The scheme requires a further £9.5m of funding. We are currently exploring opportunities to secure the funding through various transport investment packages such as the City Region Sustainable Transport Settlements (CRSTS)

Funding	Value
CCAG	£700k
S106	£100k
Further funding to be confirmed	£9.5m
Project Estimate	£10.3m

Table 3: Funding budget

- 4.4 The staff resources and specialist technical services required to develop the project will be funded through the projects budget (Table 3).

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 based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies
- 5.2 A Risk Management Strategy has been prepared within the OBC. This sets out how risks will be identified, assessed and managed for the project. The Risk Management Strategy will manage risks such that their impact on cost, programme and quality are maintained and that the impact of opportunities can be maximised where appropriate.
- 5.3 Project & Programme Board meetings consider the risks associated with scheme delivery and provide appropriate mitigating direction.

6. LEGAL APPRAISAL

- 6.1 The preferred scheme option 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 Legislation recognises 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 the human rights of an individual is considered in the circumstances 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, project officers believe that the scheme will be in the public interest and the acquisition and interference with third party land and rights needed for the scheme and that any interference with any 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 the Executive at this stage approves in principle the making of a compulsory purchase order ("CPO") and to also make a side roads order ("SRO") if alterations are needed to adjoining highways to support the highway scheme and to delegate to the Strategic Director: Place, in consultation with the Portfolio Holder: Regeneration, Planning and Transport a final decision on whether it is necessary for a CPO and SRO to be made, if there is little or no prospect of the land needed for the scheme being acquired through voluntary negotiations. In any event the Council should continue to promote a CPO and SRO in parallel with negotiations".

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

7.1.1 Improving active travel, sustainable transport facilities, public realm and green infrastructure features to encourage the growth in walking and cycling trips along the corridor by encompassing where possible the principles and requirements of LTN 1/20.

7.1.2 The expected environmental impacts identified at OBC are summarised in the Environmental Appraisal Summary table below:

Impact	Summary of Key Impacts	7 Point Scale
1. Noise	The scheme is likely to lead to an increase in walking and cycling usage, decreasing the number of vehicles using Keighley Road and Station Road resulting in less vehicular noise. Using uni-modal appraisal the Marginal External Costs have been estimated. These will be slightly beneficial over the life of the scheme.	Slightly beneficial
2. Air quality	The scheme is likely to lead to an increase in walking and cycling usage, decreasing the number of vehicles using Keighley Road and Station Road resulting in improved local air quality. Using uni-modal appraisal the Marginal External Costs have been estimated. These will be slightly beneficial over the life of the scheme.	Slightly beneficial
3. Greenhouse gases	The scheme is likely to lead to an increase in walking and cycling usage, decreasing driving to work. The Marginal External Costs will be slightly beneficial over the life of the scheme.	Slightly beneficial
4. Landscape	The scheme has been designed to improve access for pedestrians and cyclists, specifically designing into the existing landform to follow existing gradients to a subway underneath the dual carriageway. The new crossing will enable further environmental design measures to enhance (temporary) flood storage and planning to blend into the surrounding landscape. The subway avoids being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape. Therefore, we suggest this will be neutral impact to the surrounding landscape.	Neutral
5. Townscape	The townscape will be marginally enhanced by the scheme, which will provide enhanced walking and cycling infrastructure for those walking along Keighley Road, and will not be impacted by the subway in the preferred option. The infrastructure will enhance the 'gateway' effect of the town and act as measure to 'announce' that you are entering a town, giving it an improved sense of place - even if this is around a non-built urban environment.	Slightly Beneficial
6. Heritage	The scheme will require minimal land acquisition, which means that the majority of the scheme will be within the existing highway boundary. The scheme will not interfere with the historic environment and maintains the existing historic character of the approach to the towns.	Neutral

7. Biodiversity	The scheme will require minimal land acquisition and that which is needed will be acquired from primarily agricultural land. Therefore, it is suggested that the existing biodiversity and earth heritage features are of very low importance and rarity at a local scale (negligible) and the magnitude of the impact may be marginally negative and offset by enhancements to the natural environment. Therefore, we believe the overall assessment score is Neutral for this option.	Neutral
8. Water environment	The scheme traverses the Aire River and areas of flood storage, while not impacting on the water course we feel that as the natural environment acts as flood storage there is High importance of water environment features. This option is likely to improve potential for flood storage by improving the possibility for water to flow through to flood storage faster than the existing cross-drainage. The scheme will offset the impact of additional earthworks, however the actual impact will need to be assessed in the Full Business Case. At this stage we feel this option has some potential positives and negatives which fall into the category of neutral for Water Environment.	Neutral

Table 4: OBC Environmental Appraisal Summary

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

7.2.1 The project is likely to lead to a slightly beneficial impact to greenhouse gas emissions by an increase in walking and cycling usage and decreasing driving to work.

7.3 COMMUNITY SAFETY IMPLICATIONS

7.3.1 The proposed project will provide long-lasting benefits for the community, through improved cycling and pedestrian connectivity, and improved access to and from the station. Other Environmental improvements (7.1) will also be included that will have a beneficial impact on Community Safety.

7.4 HUMAN RIGHTS ACT

7.4.1 Please refer to 6. Legal Appraisal.

7.5 TRADE UNION

7.5.1 There are no Trade Union implications arising from this report

7.6 WARD IMPLICATIONS

7.6.1 Members and the local community will be consulted as the project reaches appropriate stages of development.

7.6.2 The project is located within the Craven Ward.

**7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

7.7.1 Not applicable

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

7.8.1 Not applicable

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

7.9.1 There are no issues arising from the Privacy Impact assessment which will be reviewed through the projects development.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 **Appendix A** is marked 'Not for Publication' on the grounds that it contains exempt information within paragraph 3 (Information relating to Financial or Business Affairs) Schedule 12 A of the Local Government Act 1972 (as amended) and the public interest in applying this exemption outweighs the public interest in disclosing the information.

9. OPTIONS

9.1 The Executive have the following options:

- a) Executive could choose to support the recommendations which would ensure that the project could be developed and delivered subject to approvals through the Assurance framework
- b) Executive could choose not to support the recommendations but this would jeopardise the delivery and achievement of the project objectives as described.
- c) Executive could choose to make additional resolutions related to the project.

9.2 If the Council was to rely on land negotiations alone and only seek to authorise a CPO and SRO if negotiations break down, valuable time would be lost. By making a CPO and SRO for the scheme at this stage, it demonstrates that that the Council is serious in its intentions to promote the scheme with the support of CPO and SRO powers and which in turn, might encourage those whose land is affected to enter into more meaningful negotiations.

- 9.3 In essence the Council can either make a CPO and SRO in accordance with the recommendations below whilst continuing to explore whether the scheme land can be acquired by voluntary means and if not, to use CPO and SRO powers as a last resort, or;
- 9.4 Not authorise a CPO and SRO to be made to acquire the scheme land and to make highway alterations and instead to continue to rely on voluntary negotiations, notwithstanding that there is at present, little indication of all the land needed being able to be acquired by voluntary negotiations. As a result, the Executive is strongly invited to authorise a CPO and SRO to be made in accordance with the recommendations below.

10. RECOMMENDATIONS

- 10.1 That the Executive approve the following recommendations:

10.1.1 Support and approve the proposals including further development as the preferred approach to the delivery of the Steeton and Silsden Crossing Project.

10.1.2 That the Strategic Director: Place be authorised to manage the scheme programme as appropriate to meet changing circumstances.

10.1.3 That the Strategic Director: Place be authorised to make any necessary applications to obtain planning permission for any aspect of the scheme that may require such consent.

10.1.4 That the Strategic Director: Corporate Resources be authorised to promote and take whatever action is necessary to submit the CPO and SRO to the Secretary of State for Transport for confirmation.

10.1.5 That the Executive is satisfied that the Steeton and Silsden Crossing Project is in the public interest and that any harm caused by the use of CPO/SRO powers to acquire and interfere with third party land and rights needed for the scheme is outweighed by the public benefits which the improvement scheme will generate, having also taken into account at this stage, the Council's statutory obligations under the Equality Act 2010 in relation to the differential impact a CPO/SRO might have on various groups of persons with protected different characteristics;

10.1.6 That in principle, the following Orders be made -

- a. The City of Bradford Metropolitan District Council (Steeton and Silsden Crossing) (Highway Improvement Scheme) Compulsory Purchase Order 2022, pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980; and Section 1 of the Localism Act 2011 and Section 40 of the Road Traffic Regulation Act 1984 for the purpose of relieving or preventing congestion of traffic by providing off-street parking places together with means of entrance to and egress from them and all other relevant and enabling powers to secure the compulsory acquisition of such land and rights that are needed to promote the scheme.

- b. The City of Bradford Metropolitan District Council (Steeton and Silsden Crossing, Bradford) (Highway Improvement Scheme) (Side Roads) Order 2022, pursuant to Sections 14 and 125 of the Highways Act 1980.

10.1.7 That the Strategic Director: Place in consultation with the Portfolio Holder for Regeneration, Planning and Transport be given delegated authority to:

- a. Progress and develop the scheme proposals through the West Yorkshire Combined Authority's Assurance Processes and undertake consultation on scheme proposals.
- b. As may be required, secure the procurement of specialist external services having regard to the Council's Contract Standing Orders and national procurement legislation in order to advise the Council on matters relating to the delivery of the Steeton and Silsden Crossing Project.
- c. Investigation of land ownership of land required for the delivery of the Steeton and Silsden Crossing Project.
- d. Undertake negotiation with land owners to secure by private treaty any land required outside of Council ownership for the delivery of the Steeton and Silsden Crossing Project.
- e. Where necessary, issue requisition notices requiring those believed to have an interest in relevant property to provide title information and details of their interest in land.
- f. Determine whether and the extent to which a CPO and SRO are needed to be made and submitted to the Secretary of State for Transport for confirmation, subject to being satisfied that there is sufficient justification to support the making of a CPO and SRO and that there is evidence that due diligence and probity of governance has been correctly followed and observed in complying with all relevant statutory procedures, including but not limited to the Council's statutory duties and obligations under human rights and public sector equality legislation;
- g. vary and determine the exact statutory powers to make the CPO and SRO and if necessary, to make minor or technical amendments to each of the Orders to determine and settle the extent of the land needed to be included in the CPO and the extent of any associated highway alterations in the SRO, including varying and finalising the exact CPO boundary and highway alterations to be placed in the SRO;
- h. modify and settle the draft "Statement of Reasons" to justify the use of compulsory purchase powers, the CPO Map and CPO Schedule and all other legal documentation necessary to support and accompany the CPO and SRO to the Secretary of State for Transport for confirmation;

- i. authorise if necessary, an application to be made to the Secretary of State for Levelling Up, Housing and Communities or any other appropriate Secretary of State pursuant to Section 19: Acquisition of Land Act 1981 to obtain approval to include in the CPO any additional land needed to be acquired to replace land currently used for open space recreation, allotment land and any disused burial sites and any other special kinds of land where such statutory approval is needed to replace such land being lost as a result of the scheme;
- j. approve agreements with landowners setting out the terms for withdrawal of any objections to the CPO, including where appropriate, seeking exclusion of land from the CPO and highway alterations from the SRO;
- k. confirm the CPO if satisfied that it is appropriate to do so, in the event that the Secretary of State for Transport notifies the Council that the Council has been given the power to confirm the CPO;
- l. promote any modifications to the CPO and SRO if felt expedient to do so;
- m. take all and any necessary action, as the case may be to continue or open negotiations with persons for the acquisition of land and rights needed to facilitate the scheme and any other interests included in the CPO and SRO and any other land and rights needed for the scheme and to authorise acquisitions by agreement where the use of compulsory purchase powers is in contemplation and to approve the purchase price, advance payments and all other compensation payments;
- n. take all necessary steps in relation to any statutory blight proceedings instituted against the Council for the acquisition of land claimed to be blighted by the threat or presence of the CPO or requests for the Council to exercise its statutory discretionary powers to acquire land and rights and any other interests on "hardship and compassionate" grounds
- o. take all necessary action, should the quantum of compensation flowing from the threat or use of compulsory purchase powers be in dispute and be referred to the Upper Tribunal (Lands Chamber) or other form of arbitration;
- p. to take and do all things necessary or incidental to the implementation of the above resolutions; and

10.1.8 that all land acquired for the scheme be held for highway purposes.

11. APPENDICES

11.1 Not for publication Appendix A – General Arrangement (crossing facility)

12. BACKGROUND DOCUMENTS

- Steeton and Silsden Crossing Project Outline Business Case
- Project File 104246 Steeton Silsden Crossing Facility