

## Report of the Strategic Director: Regeneration to the meeting of the Executive to be held on 5 February 2008

**BY**

### Subject:

**Connecting Airedale  
(Airedale Integrated Transport Proposals)**

### Summary statement:

This report presents a comprehensive overview of current integrated transport proposals in Airedale and the Canal Road corridor following de-trunking of the A650 / A629 in October 2007. These proposals involve improvements to public transport, local access & major highways to enable regeneration and to support housing & employment growth. In line with the District Transport Strategy approved by Executive on 24 April 2007, proposals are presented in three phases:-

- Medium-term proposals for the Shipley – Bradford Corridor Transport Improvements;
- Longer-term proposals for Keighley;
- Longer-term proposals to provide traffic relief for Saltaire and its World Heritage Site.

Approval is sought to include details in a forthcoming issue of Community Pride to gauge public support for the proposals and to submit a bid to the Regional Transport Board of the Yorkshire and Humber Assembly for inclusion of the medium-term proposals in its funding priorities submission to Government.

Barra MacRuairi,  
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**Portfolio:**

**Environment & Culture**

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**Overview and Scrutiny Area:**

**Environment & Waste Management**



2006-2007  
Improving Rural Services  
Empowering Communities



INVESTOR IN PEOPLE

Suzan Hemingway, Assistant Director Corporate Services (City Solicitor)



**BRADFORD**  
METROPOLITAN DISTRICT COUNCIL

**Connecting Airedale****EXECUTIVE SUMMARY****1) Matter for Consideration**

Components of the Airedale Integrated Transport Proposals; their significance in helping to deliver the Airedale Masterplan and regional targets for regeneration, housing & jobs growth; plans to gauge public support for the component parts; and a strategy to gain early funding for the proposals from the Government.

**2) Background Information**

- a) Transport proposals for Airedale have been considered by Executive on several occasions in the past and are included in the District Transport Plan.
- b) These have been developed into a comprehensive package of public transport, local access and highway improvements known as 'Connecting Airedale' which are designed to facilitate the regeneration of Shipley, Airedale & the Canal Road corridor and support housing & employment in the area whilst enhancing the local environment and protecting the Saltaire World Heritage Site.
- c) This area is a principal location for regeneration, housing and jobs growth of regional & city region significance and the proposals are vital to delivery of these targets.
- d) £1.3m has been secured from Government as a result of A650 de-trunking but a bid for up to £100m is now proposed via the Regional Transport Board.
- e) Government will expect 10% of funding to be provided by the Council or the private sector and Leeds-Bradford Airport capital receipts are available for this purpose.

**3) Key Issues**

- a) Members may feel that it is now appropriate for 'Connecting Airedale' to be publicised in Community Pride to gauge public support for the proposals.
- b) A review of funding priorities by the Regional Transport Board is about to be undertaken, providing the opportunity to seek early funding for those elements of 'Connecting Airedale' within the Shipley-Bradford corridor, provided an outline business case is submitted by mid-February 2008.

**4) The Executive is asked to agree: -**

- a) that the 'Connecting Airedale' proposals outlined in Appendices A and B of this report be approved for public consultation;
- b) that approval be given to finalise an outline business case & plans for the Shipley - Bradford Corridor element of the scheme for submission to the Regional Transport Board (RTB) with a view to seeking the maximum funding support from Government;
- c) that a detailed option appraisal be completed in accordance with the Capital Strategy;
- d) that, subject to that option appraisal and RTB support, the Leeds-Bradford Airport capital receipts as allocated for 'Infrastructure to Support Regeneration' (£10m) be used towards the cost of the improvements and scheme preparation costs;
- e) that the scheme will be incorporated into the Council's revised Capital Investment Plan
- f) that the Strategic Director: Regeneration negotiates with proposed developers for contributions under towards the cost of implementing of the proposals;
- g) that, subject to inclusion in the Capital programme, the Strategic Director engages consultants and contractors as necessary in the development of the proposals;
- h) that, subject to satisfactory option appraisals, the Strategic Director be authorised to negotiate for & secure opportunity land purchases at the appropriate time.

## **Connecting Airedale**

### **1. Summary**

1.1 This report presents a comprehensive overview of current integrated transport proposals in Airedale and the Canal Road corridor following de-trunking of the A650 / A629 in October 2007. These proposals involve improvements to public transport, local access & major highways to enable regeneration and to support housing & employment growth. In line with the District Transport Strategy approved by Executive on 24 April 2007, proposals are presented in three phases:-

- Medium-term proposals for the Shipley – Bradford Corridor Transport Improvements;
- Longer-term proposals for Keighley;
- Longer-term proposals to provide traffic relief for Saltaire and its World Heritage Site. Approval is sought to include details in a forthcoming issue of Community Pride to gauge public support for the proposals and to submit a bid to the Regional Transport Board of the Yorkshire and Humber Assembly for inclusion of the medium-term proposals in its funding priorities submission to Government.

### **2. Background**

2.1 'Connecting Airedale' is the name proposed for a package of transport improvements (public transport, local access and highway improvements) that are designed to facilitate the regeneration of Shipley, Airedale & the Canal Road corridor and support housing & employment growth in the area whilst enhancing the local environment. The package has been developed from a number of proposals previously described as the Airedale Integrated Transport Improvements. Indicative maps showing the main components are shown in Appendix A.

2.2 The Shipley part of Airedale and the Canal Road corridor are principal locations for regeneration, housing and jobs growth within Bradford District. The Airedale Masterplan sets out a strategic vision for the regeneration of Shipley and its surrounding area, within the context of the wider transformation of Airedale as an attractive place in which to live, work, visit and invest. These locations are of significance at regional and city region level. Airedale is identified as one of the regionally significant investment priorities for the Leeds City Region in the emerging Regional Spatial Strategy. Shipley & the Canal Road corridor has been identified as a Principal New Growth Point location in the Leeds City Region's bid to Government for New Growth Point status to facilitate housing growth. The importance of the need for good transport links in Airedale is recognised in the Leeds City Region's Transport Vision and its Development Plan.

2.3 These locations are also identified as potential areas for employment and housing growth in the emerging Bradford Local Development Framework (LDF) and an Area Action Plan for Shipley & Canal Road Corridor will be prepared, as more fully described below. The area is recommended through the LDF Employment Land Review as a major location for jobs growth, including high value jobs in the digital sector. The corridor could deliver up to 6,000 new homes, helping to meet Bradford District's housing targets, improving the quality & supply of affordable housing, providing a step change in the quality of housing & neighbourhoods and creating balanced communities.

- 2.4 Work is in progress to prepare a strategy for strengthening Shipley town centre's position as a retail and leisure destination. The Manningham Masterplan was approved by the Council in June 2005 and provides the vision for the future development of Manningham. Towards the southern end of the Canal Road corridor, the Channel Neighbourhood Development Framework was approved by the Council in 2006 and provides the framework for the development of the Channel Urban Village.
- 2.5 The 'Connecting Airedale' package of transport improvements is vital to creating and unlocking substantial development opportunities. The components are intended to reconfigure and improve access to a range of development sites, boost development potential and enhance the area's amenity, quality and environment.
- 2.6 It is proposed that the Shipley-Bradford Corridor Transport Improvements element of 'Connecting Airedale' (including Canal Road Improvement and Shipley Eastern Link Road) be taken forward first. This will provide a step-change in the quality of access by road, rail and bus to strategic employment locations, including Bradford city centre, Shipley, the rest of Airedale, Leeds, Leeds-Bradford International Airport and the M606 and M62. This improved access will help facilitate economic growth and social inclusion. Details and objectives for these improvements are outlined in Appendix B. They will complement longer-term projects for improving access under the umbrella initiative 'Connecting Airedale', designed to deliver regeneration throughout the Airedale corridor, including at Bingley, Keighley, Steeton & Silsden, Crosshills (in Craven District), and potentially at Esholt.
- 2.7 A report on some of the proposed transport improvements was considered by Executive on 19 September 2006 and identified indicative routes for Shipley Eastern Link Road and Canal Road Improvement. The close relationship between the proposals and those for Bradford Canal, the Airedale Masterplan and the Canal Road Masterplan was also described. In addition, the report dealt with proposals to de-trunk the A650 / A629 road and options to deal with traffic problems in Airedale. The meeting authorised the further development of indicative routes and sought a meeting with a Government Minister to identify funding opportunities for Airedale.
- 2.8 A meeting with the Transport Minister was held in January 2007 and resulted in a £1.3m grant towards the cost of an improvement to the Saltaire Roundabout junction, together with the offer of technical help with possible long-term road tunnel solutions for the Shipley/Saltaire area. Executive resolved on 20 March 2007 to withdraw the Council's objection to de-trunking of the A650 / A629 and the road became the Council's responsibility on 1 October 2007. Meanwhile, the Saltaire Roundabout junction improvement concept shown in Appendix C has been developed into several alternatives which are currently being evaluated for cost and land acquisition implications. A report on these proposals will be presented to a future meeting of the Executive once the evaluation is complete.
- 2.9 Further work has also been undertaken for the Shipley-Bradford Corridor Transport Improvements in conjunction with preliminary design work for Bradford Canal. Proposals for this element of the package have been prepared in collaboration with Metro and their consultants. They include proposals for a Shipley Interchange and a new station at Manningham. Details of the Bradford Canal project will be given in a report on proposals for the implementation of Canal Road Corridor Masterplan due to

be considered by a future meeting of Executive. The canal proposals allow for a parallel walking & cycling route along its full length.

- 2.10 Funding for the Shipley-Bradford Corridor Transport Improvements will need to be supported by the Department for Transport (DfT). Inclusion of the proposals in the Regional Funding Priorities for Transport and in the Leeds City Region's Development Plan is a prerequisite of them being considered by DfT. At a meeting on 30 November 2007, the Regional Transport Board of the Yorkshire and Humber Assembly (RTB) identified a significant gap in its programme for the next few years. Due to slippage in scheme delivery, an amount of £93m headroom funding remains available through to 2015/16. As a result, the RTB have invited the submission by 15 February 2008 of new schemes requiring funding of £5m - £30m. The next opportunity for scheme submission will not be until 2009. Therefore, it is proposed to submit the Shipley-Bradford Corridor Transport Improvements, to take advantage of this review of RTB priorities ahead of other schemes which may come forward in 2009. A potential programme for these improvements, as well as Bradford Canal and the other 'Connecting Airedale' components, is shown in Appendix D.
- 2.11 The submission requires preparation of an outline business case, including a preliminary cost-benefit analysis of several alternative options. This will be finalised before the Executive's meeting to consider this report. Provided the proposals are included in the Regional Funding Priorities, DfT will consider a more detailed business case (bid for funding) and, if accepted, the proposals will enter the DfT's programme. Updates of the business case will be required for conditional approval (once statutory powers are in place) and for full approval (once firm works contract prices have been established).

### **3. Other considerations**

- 3.1 On 18 December 2007 Executive approved the Council's representations to the Secretary of State on Proposed Changes to the draft Regional Spatial Strategy. These representations requested stronger recognition of the role of Bradford and the District to the economic performance of the region and Leeds City Region. Airedale (including the Canal Road Corridor and city centre) and the Bradford - Leeds corridor are identified as specific regeneration areas in the Leeds City Region. The Council is requesting that the final RSS gives explicit prioritisation to investment in transport infrastructure as defined by the 'Connecting Airedale' integrated transport project. As already stated, the Leeds City Region has submitted a bid for Growth Point status to Government which would include Airedale / Canal Road Corridor as a location for growth.
- 3.2 The protection and promotion of the 'Connecting Airedale' components need to be included in the Local Development Framework (LDF). Some protection is given to the existing Canal Road Highway Improvement scheme in the adopted Replacement Unitary Development Plan but this is considered insufficient for the full scope of 'Connecting Airedale'. Two LDF Development Plan Documents (DPDs) which are relevant to 'Connecting Airedale' are currently in preparation:-
- The LDF Core Strategy will include general policies on the location of development and infrastructure. The Canal Road Corridor is already included in the revised options approved by Executive on 18 December 2007 for consultation.

- The Shipley and Canal Road Corridor Area Action Plan (AAP) will include more detailed policies for the allocation and protection of land and infrastructure proposals, including the 'Connecting Airedale' measures (and Bradford Canal).

The Core Strategy and AAP will be subject to independent examination which, it is anticipated, would be likely to include consideration of the 'Connecting Airedale' measures.

- 3.3 The Bradford District Transport Strategy 2006 - 2021 was approved by Executive on 24 April 2007. It includes proposals for major infrastructure investment to contribute to the economic regeneration of the District. These proposals include Shipley Eastern Link Road and Canal Road Improvement and, in addition, completion of the A650 Airedale Route (between Bingley Relief Road & Canal Road), Keighley Eastern Relief Road and Hard Ings Road Improvement in Keighley. The meeting resolved that the Airedale Integrated Transport project was the Council's highest transport investment priority and that Executive be advised of the latest position with the A650 corridor and the Action Airedale initiative.
- 3.4 Action Airedale was an initiative launched on 30 March 2007 to encourage interested parties in the area to collectively impress on Government and regional funding bodies the need to make Airedale fit for purpose as an integrated transport corridor for business and communities alike. A number of businesses and public sector organisations attended the launch, which included a presentation of some of the concepts now being proposed as part of the 'Connecting Airedale' initiative. One of those was a new Saltaire Bypass concept to link Bingley Relief Road and Canal Road via short tunnels beneath Shipley town centre and the Saltaire World Heritage Site (see Appendix A). This concept offers the potential to give greater priority to public transport services on the A650 which would otherwise be difficult to achieve without increasing congestion or damaging the fabric of the World Heritage Site at Saltaire. However, comments made at recent Neighbourhood Forums and subsequent correspondence received indicates considerable local concern about the concept.
- 3.5 This is only one of a number of options which will need to be assessed in due course for affordability, buildability, transportation benefits, environmental impacts and public support if a scheme to relieve Saltaire is to be progressed in line with the District Transport Strategy. Some other possible options at Saltaire are also indicated in Appendix A. Similar assessments will be required for the Shipley-Bradford Corridor Transport Improvements
- 3.6 Further measures to be considered as part of the 'Connecting Airedale' package include Hard Ings Road and an Eastern Relief Road in Keighley (see Appendix A) and improvements at Keighley, Steeton & Silsden and Apperley Bridge stations. The District Transport Strategy also includes a commitment to lobby for better service provision under the Inter City East Coast franchise, especially in Airedale. In addition, there are proposals to improve access across the A629 between Steeton and Silsden, as well as both rail & road access proposals beyond this District at Kildwick & Crosshills. It is proposed that the public's views on the main 'Connecting Airedale' components be sought via an article in the edition of Community Pride due to be distributed to all households in the District during week commencing 3 March 2008. The views of relevant public bodies and commercial organisations will be sought at the same time. A report on Keighley Town Centre transport issues and

possible solutions which could be funded through the Local Transport Plan is due to be considered by the Keighley Area Committee later this year.

#### **4. Options**

- 4.1 As already indicated, to qualify for DfT funding, each major component of 'Connecting Airedale' will need to be supported by a detailed business case which considers affordability, buildability, transportation benefits, environmental impacts and public support. Each business case will require a rigorous assessment of several options to establish that the one being promoted is the most effective. Given the anticipated timescale for construction of the Saltaire and Keighley proposals, it would be premature to prepare business cases for them now, other than to seek public views on broad options.
- 4.2 All options being considered for the Shipley - Bradford Corridor Transport Improvements include public transport and local access improvements. For the Canal Road Improvement component, two alternative alignments will be assessed in the business case, each diverting westwards away from the existing alignment to differing degrees in the Queens Road area, to test their relative effectiveness in providing regeneration potential. In the case of Shipley Eastern Link Road, an alignment that closely follows Bradford Beck will be considered. An alternative alignment further to the east is possible but the extra cost would need to be justified by additional regeneration values generated. This option will not be considered as part of the outline business case but may be considered as part of the subsequent detailed business case. The options providing the highest Benefit:Cost Ratio will be included in the outline business case to maximise the likelihood of receiving funding support.

#### **5. Financial and resource appraisal**

##### FINANCIAL

- 5.1 Funding for the major components of 'Connecting Airedale' will need to be supported by DfT, as described above. Following full approval of a major scheme business case, DfT will normally reimburse 50% of scheme preparation costs incurred between programme entry & full approval and fund a maximum 90% of the total scheme costs as estimated at initial programme entry stage. Only a limited DfT contribution would be available for any cost increases above the programme entry estimate. The balance of scheme costs not funded by DfT (including all scheme development costs up to submission of a business case) will have to be sourced by the Council, either internally or from the private sector.
- 5.2 The outline business case currently proposed for submission to the Regional Transport Board will only detail the Shipley - Bradford Corridor Transport Improvements. The estimated base cost of this element of 'Connecting Airedale' is in the region of £90m - £100m at current prices, including preparation costs. With this significant cost, it is likely that the scheme will require splitting into phases to reflect funding availability.

- 5.3 An allocation of £10m from the Leeds-Bradford International Airport (LBIA) capital receipts is available to finance scheme costs not funded by DfT. This allocation was recommended by Executive on 11 September 2007 to support strategic transport infrastructure and facilitate the levering in of match funding from regional and national sources for the regeneration of the District. The allocation was approved by full Council on 16 October 2007. Subject to completion of a satisfactory option appraisal in accordance with the Council's Capital Strategy, the scheme will be included in the Capital Programme and use of this allocation authorised specifically for the Shipley - Bradford Corridor Transport Improvements. A project prioritisation sheet prepared in support of an initial option appraisal is included in Appendix E .
- 5.4 It is anticipated that further financial contributions towards the Shipley - Bradford Corridor Transport Improvements will be made by the private sector through Section 106 of the Town and Country Planning Act 1990 and/or joint venture arrangements, possibly including those proposed for the development of Bradford Canal and the Canal Road corridor.

## STAFF RESOURCES

- 5.5 The 'Connecting Airedale' initiative can be delivered through a combination of existing staff resources and out-sourced specialist survey, design and assessment services, managed within existing base budgets and allocated LBIA capital receipts. Robust costs estimates will be required for outline & detailed business cases and early contractor involvement will help to provide the necessary cost certainty for schemes to progress

## 6. Legal appraisal

- 6.1 The status in law of the 'Connecting Airedale' proposals and the degree to which they carry weight in the determination of any planning applications on or close to their alignments is set out in paragraph 3.2 above. The development of the project would require the exercise of legal powers available to the Council as Highway Authority.

## 7. Other implications

### 7.1 Equal Rights

- 7.1.1. The West Yorkshire Local Transport Plan (LTP) has been developed to promote accessibility to transport systems for all users and one of the key themes is social inclusion. The Airedale Integrated Transport Proposals would be developed in compliance with that theme as well as the Council's Equal Rights statement.

### 7.2 Sustainability implications

- 7.2.1. The LTP and District Transport Strategy anticipates the development of sustainable transport modes (public transport, cycling and walking) and associated traffic management improvements. The intention is that new highway construction should not provide additional traffic capacity except in the area of new development but

should seek to enhance the existing network to allow further development of public transport, cycling and walking.

### **7.3 Community safety implications**

7.3.1. LTP and District Transport Strategy schemes would aim to control traffic movements within the community and to enhance safety for vulnerable road users. Any highway construction would be designed to remove conflicts between vehicles and vulnerable road users.

### **7.4 Human Rights Act**

7.4.1. There are no direct Human Rights implications arising from this report.

### **7.5 Trade Union**

7.5.1. There are no Trade Union implications arising from this report.

## **8. Not for publication documents**

8.1 None

## **9. Recommendations**

9.1 That the 'Connecting Airedale' proposals outlined in Appendices A and B of this report be approved for public consultation.

9.2 That approval be given for the Strategic Director: Regeneration to finalise an outline business case and appropriate plans for the Shipley - Bradford Corridor Transport Improvements element of 'Connecting Airedale' for submission to the Regional Transport Board in February 2008 with a view to seeking the maximum funding support from the Department for Transport.

9.3 That a detailed option appraisal for the Shipley - Bradford Corridor Transport Improvements be completed in accordance with the Capital Strategy approved by Executive on 11 September 2007 in time for the Regional Transport Board's consideration of the outline business case on 4 April 2008.

9.4 That, subject to a satisfactory option appraisal and inclusion of the Shipley - Bradford Corridor Transport Improvements in the Regional Transport Board's funding priorities, the Leeds-Bradford International Airport capital receipts as allocated for 'Infrastructure to Support Regeneration' (£10m) be authorised for use towards the cost of the improvements and scheme preparation costs.

9.5 That subject to Executive's approval, the scheme will be incorporated into the Council's revised Capital Investment Plan.

9.6 That the Strategic Director: Regeneration be authorised, where appropriate, to negotiate with proposed developers with a view to securing agreement to the proper alignment of highway infrastructure proposals and contributions under Section 106 of

the Town and Country Planning Act 1990 towards the cost of implementation of the proposals.

- 9.7 That, subject to the scheme's inclusion in the Capital Programme, the Strategic Director: Regeneration be authorised to engage consultants and contractors as necessary in the development of the proposals.
- 9.8 That, subject to satisfactory option appraisals in accordance with the Capital Strategy, the Strategic Director be authorised to negotiate for & secure opportunity land purchases at the appropriate time funded from the Airport capital receipts allocated for 'Infrastructure to Support Regeneration'.

## **10. Appendices**

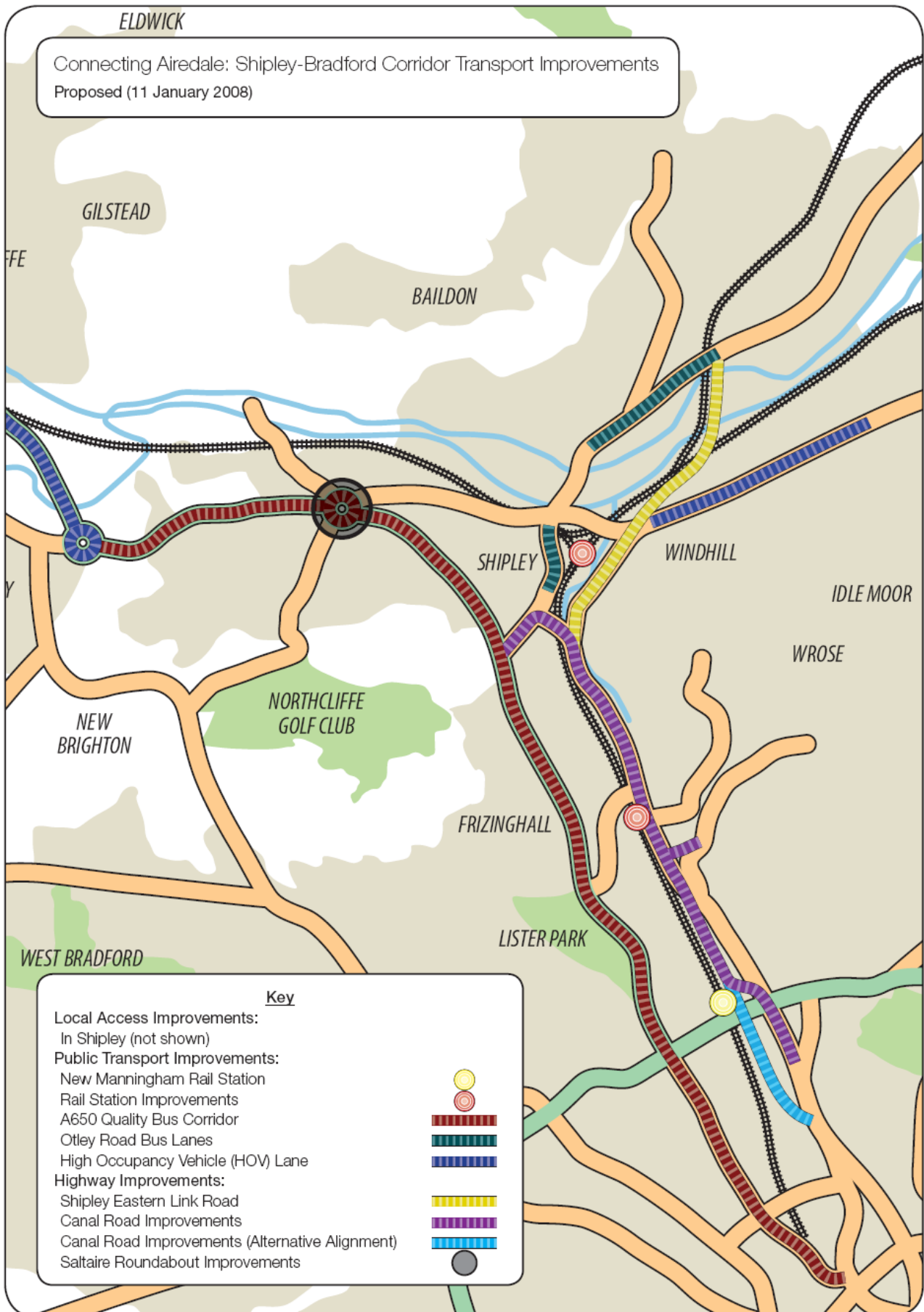
- 10.1 Appendix A: Connecting Airedale: Indicative Maps of Main Components
- 10.2 Appendix B: Position Paper: Shipley-Bradford Corridor Transport Improvements
- 10.3 Appendix C: Saltaire Roundabout Junction
- 10.4 Appendix E: Capital Strategy - Initial Option Appraisal: Project Prioritisation

## **11. Background documents**

- 11.1 Report to Executive 19 September 2006 :  
Airedale Transport Improvements
- 11.2 Report to Executive 20 March 2006 :  
Local Transport Plan Settlement for 2007/08
- 11.3 Report to Executive 24 April 2007 :  
District Transport Strategy 2006 – 2021
- 11.4 Report to Executive 11 September 2007 :  
Capital Strategy 2007 – 2010
- 11.5 Report to Executive 18 December 2007 :  
Representations on Government Modifications to the Regional Spatial Strategy
- 11.6 Report to Executive 18 December 2007 :  
The Local Development Framework Core Strategy Issues

**CONNECTING AIREDALE: INDICATIVE MAPS OF MAIN COMPONENTS**

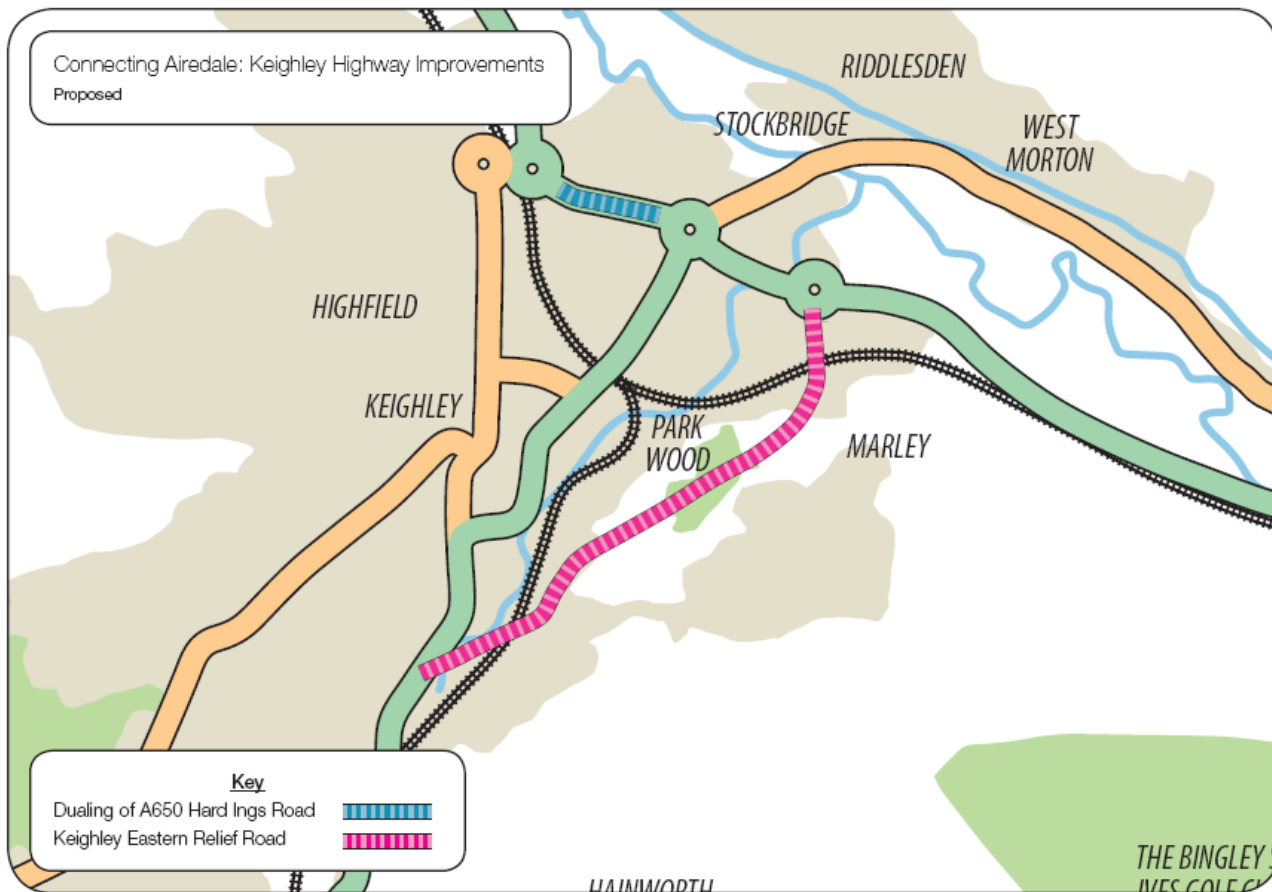
*The alignments shown do not represent firm proposals but indicate route principles only*  
**Sheet 1: Short / Medium-term Shipley – Bradford Corridor Transport Improvements**



**CONNECTING AIREDALE: INDICATIVE MAPS OF MAIN COMPONENTS**

*The alignments shown do not represent firm proposals but indicate route principles only*

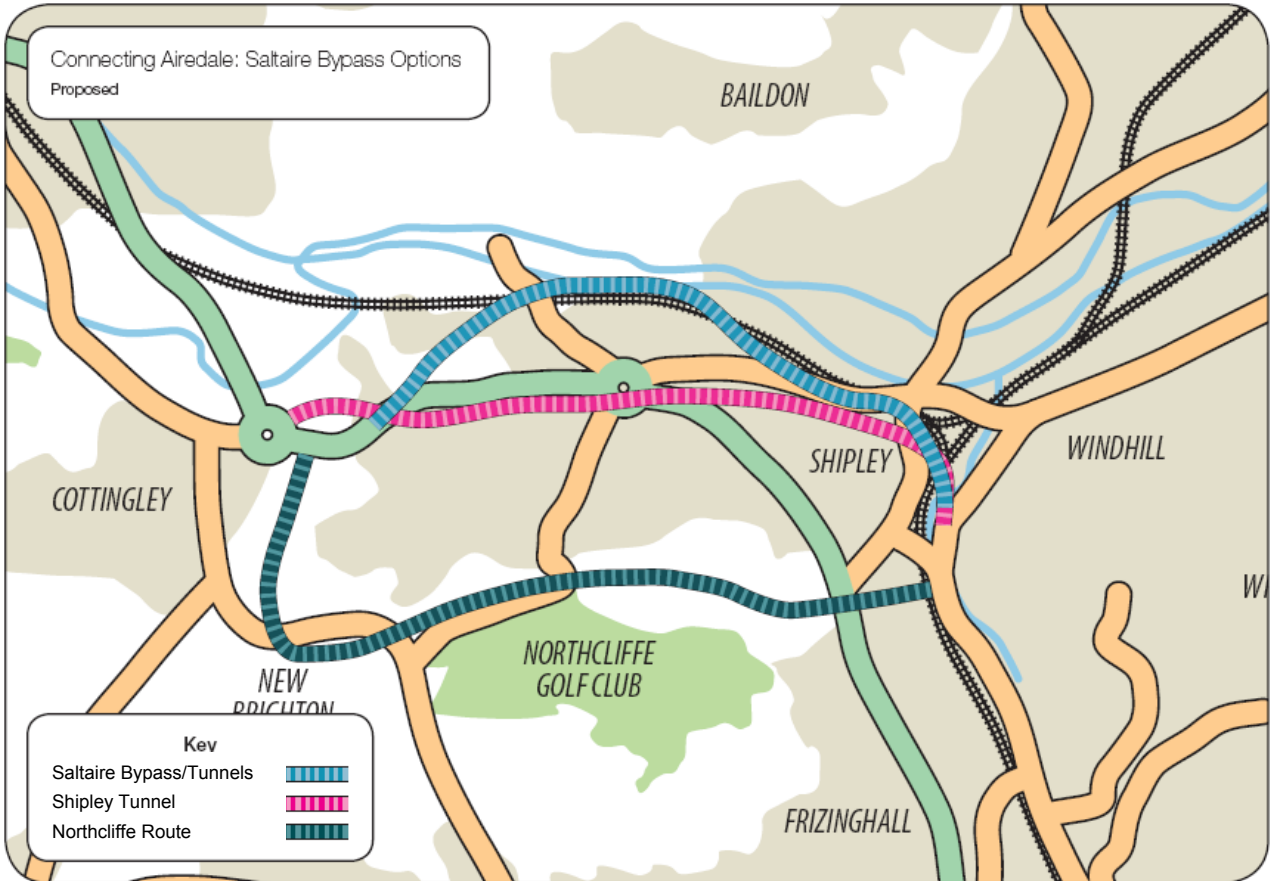
**Sheet 2: Longer-term proposals for Keighley**



**CONNECTING AIREDALE: INDICATIVE MAPS OF MAIN COMPONENTS**

*The alignments shown do not represent firm proposals but indicate route principles only*

**Sheet 3: Longer-term Traffic Relief for Saltaire and its World Heritage Site.**



**POSITION PAPER: SHIPLEY-BRADFORD CORRIDOR TRANSPORT IMPROVEMENTS****Connecting Airedale**

Connecting Airedale is a series of transport improvements that are designed to deliver the Airedale Masterplan.

The Shipley-Bradford Corridor Transport Improvements is one group of those improvements which is intended for delivery in the medium-term.

This group of improvements complements but is not reliant on the proposed new Bradford Canal, with its potential to create attractive waterside developments in the Shipley-Bradford corridor.

Similarly, the improvements complement and maintain the opportunity to introduce other elements of 'Connecting Airedale' in Keighley and Saltaire which are longer-term aspirations.

**Project Summary**

The Shipley-Bradford Corridor Transport Improvements is a group of local access, public transport & highway improvements that together will enable the regeneration of Shipley & Airedale and support housing & employment growth whilst enhancing the local environment.

It is proposed that support for these improvements be sought from the Regional Transport Board, ahead of a bid for funding to the Department for Transport.

Transport makes Shipley the hub of Airedale. Located at the meeting point of several modes of transport within Airedale and the Canal Road corridor, it provides good connections to Leeds, Bradford and beyond.

Fast rail links are contrasted by slow road links, with Shipley known as a bottleneck on the strategic road network.

More locally, high volumes of often congested traffic creates severance in the town centre, forming a barrier between the rail station, employment sites, housing, shops, leisure facilities and the Leeds-Liverpool canal which links Shipley to the nearby World Heritage Site at Saltaire.

As a result, Shipley is well-connected to everywhere apart from Shipley itself.

This group of transport improvements is designed to open up Airedale - and particularly Shipley - to regeneration: to unlock the valley's potential to attract successful businesses and increased numbers of tourists and residents.

**Objectives**

Following the publication of the Stern and Eddington reports, the Department for Transport (DfT) is firmly committed to supporting initiatives to deliver a sustainable transport system – ones that support economic growth but have a low carbon impact.

The five overarching objectives set by DfT are:

- To maximise the competitiveness and productivity of the economy;
- To address climate change, by cutting emissions of carbon dioxide and other greenhouse gases;
- To protect people's safety, security and health;
- To improve quality of life, including through a healthy natural environment;
- To promote greater equality of opportunity.

The Shipley-Bradford Corridor Transport Improvements project has great potential to meet this range of objectives.

A set of comprehensive aims has been developed for the project, building on the DfT objectives but locally specific and used to focus the content of the project.

They are:

- To unlock the regeneration potential of Airedale and in particular the Shipley-Bradford corridor;
- To provide strategic connections between Bradford city centre and communities in Airedale;
- To ease difficulties in accessing those strategic connections for people in Wharfedale;
- To promote better interchange between all modes of transport;
- To provide the infrastructure and environment to attract more and

higher value jobs to Shipley and the rest of Airedale;

- To accommodate growth sustainably, without adding to road congestion;
- To bring employment opportunities closer to people living in disadvantaged communities;
- To create attractive environments which will enable Airedale to contribute to delivery of the region's housing targets and allow the Shipley-Bradford corridor to become a nationally supported housing Growth Point;
- To protect the beauty of the built and natural environment in the corridor;
- To facilitate the use of brownfield sites for new development;
- To protect and enhance the fabric, setting and integrity of the Saltaire World Heritage Site;
- To contribute to the delivery of the Airedale Masterplan;
- To contribute to the Leeds City Region Development Programme through delivery of the Airedale elements of the Transport Vision;
- To enable active and healthy lifestyles;
- To reduce the number and severity of road casualties, particularly child casualties;
- To improve access to everyday needs including shops, schools, colleges, health & leisure centres, libraries & other Council services, cinemas, galleries & museums, parks and play areas;
- To reduce crime and the fear of crime.
- To improve the A650 Manningham Lane corridor as a public transport corridor and to promote Canal Road / Valley Road (A6037) as the main strategic route for other traffic.

The proposed package of transport improvements contains the schemes described overleaf, although details may change to some extent as a result of future consultation and appraisal processes.

**POSITION PAPER: SHIPLEY-BRADFORD CORRIDOR TRANSPORT IMPROVEMENTS****Details of Proposed Improvements****Better Local Access**

These elements focus on better access in Saltaire and across Shipley town centre, particularly to & from the train station. New development adjacent to the station would provide the impetus for some of these proposals and for buses to stop closer to the train station.

- A multi-storey car park in the former quarry site would contain a lift and steps to connect rail users from the station more directly up to the town centre.
- Better pedestrian crossings in central Shipley on Otley Road.
- Re-opening the underpass to access Shipley station from the south.
- New lift for level access between Platforms at Shipley station (this is an *Access for All* initiative being implemented by Network Rail).
- Replace Saltaire Roundabout with traffic signal control to improve crossing facilities for pedestrians and cyclists.
- Improve pedestrian and cycle facilities at Fox corner.

**Better Public Transport**

These elements promote better bus access through enhanced bus priority measures; improved rail facilities to serve new developments; improved park & ride; and measures to encourage car sharing:

- New rail station at Manningham.
- New signage, lighting and other environmental improvements to Shipley and Frizinghall stations.
- Secure parking with additional capacity at Shipley station for strategic park & ride (including multi-storey car park outlined above).
- High level Quality Bus Corridor on A650 including:
  - A high occupancy vehicle lane southbound on the Bingley Relief Road.

- Signals on Bankfield roundabout to meter traffic entering the A650 southbound and to maximise use of the bypass rather than routes through Bingley.
- Extension of existing bus lanes on the A650 (between the Bankfield roundabout and Otley Road).
- 24 hour, surfaced bus lanes on A650 (south of Otley Road) with some signalised exits from bus lanes.
- Bus lanes in both directions on A650 Manningham Lane south of Queen's Road. This would require the restriction of general traffic to northbound only. To encourage southbound traffic to use Canal Road, Midland Road (which runs parallel to Manningham Lane) would be made left in, left out only at the southern end at its junction with Hamm Strasse.
- A high occupancy vehicle lane on Leeds Road between Thackley Old Road and Cote Farm Lane.
- Bus lanes on A6038 Otley Road to the north, south and through Fox Corner.
- Traffic signal control at the Saltaire Roundabout junction would reduce congestion for buses and general traffic.

**Better Highways**

Construction of Shipley Eastern Link Road would remove the impact on Shipley town centre of heavy traffic travelling between Wharfedale, Airedale, Bradford and the M606 & M62

- The proposed route, between Otley Road railway bridge and Valley Road would require new junctions on Otley Road, Leeds Road and Valley Road near Brigate (Windhill).
- The alignment would open up brownfield sites for housing and employment which are currently only accessible via unsuitable residential roads. The alignment could enable high density development towards its southern end, adjacent to Shipley railway station.
- Alternative alignments would be possible south of a new crossing

of the Shipley-Leeds railway; a route close to the railway and Bradford Beck or one further to the east. Either route could accommodate the new Bradford Canal and possible long-term highway proposals for a link to Bingley Relief Road.

Canal Road is currently overwhelmed by current levels of traffic at peak periods. The proposed scheme would reduce local access to this strategic corridor, making it flow better and more safely. Cross valley links from Frizinghall would be improved.

- Re-modelling of junctions at A650/Otley Road and Otley Road/Valley Road would encourage use of the Canal Road corridor (A6037) as the strategic route between Airedale and Bradford, with Manningham Lane (A650) being the principal public transport route.
- Brigate (Windhill) would become one-way northbound to reduce the number of access movements at the Valley Road junction.
- Modifications would be included to enable Canal Road to function better as a strategic corridor:
  - Closing the junction with Shipley Fields Road and Poplar Road.
  - Signalising the junctions with Frizinghall Road near Frizinghall station.
  - Closing the junction with Gaisby Lane but replacing it with a new link to Stanley Road further south.
  - Realigning Canal Road closer to the railway to enable the current Canal Road alignment to become a 'village street' through the proposed new development. The addition of new junctions on Stanley Road and Kings Road would discourage through traffic from using the 'village street'.

**POSITION PAPER: SHIPLEY-BRADFORD CORRIDOR TRANSPORT IMPROVEMENTS****Evaluation of Impacts****Economic**

Airedale is recognised as having significant potential for economic growth and job creation. Its unique clusters and specialist industries, expanding population, housing opportunities and employment sites provide significant opportunities for the area to contribute to the aspirations of the Regional Economic Strategy and the Regional Spatial Strategy. However, in order for the area to achieve its potential there is a need to address transport problems, congestion and connectivity issues which are currently constraints. The package of integrated transport measures addresses these issues; affording access to development sites, improving journey times, providing accessibility by bus, rail, walking & cycling and enabling the regeneration of Shipley town centre.

It is proposed that an economic analysis of the package and the wider economic benefits be included in an outline business case to be submitted to the Regional Transport Board (RTB). The package will be appraised against the RTB Economic Criteria which include:

- Will the initiative deliver the key spatial priority aims of the Regional Spatial Strategy ?
- Will the initiative develop and exploit the region's knowledge base?
- Will the initiative exploit the growth potential of business sectors and improve the competitiveness & productivity of the region's businesses?
- Will the initiative support the development of national and international trade?
- Will the initiative support the regeneration of former industrial areas and brown field sites?

**Environment**

Considerable environmental improvements would be delivered by the proposed package of transport improvements. These include localised improvements in air quality, particularly in Shipley, due to the removal of high levels of through traffic and congestion.

The scheme could also help to protect and potentially improve the fabric, setting and integrity of the Saltaire World Heritage site.

However, there will be a need to ensure the work carried out does not adversely impact on the environment.

There are few statutory designated environmental conservation sites in the vicinity of the scheme as much of the Canal Road corridor consists of previously developed land (brownfield sites). Therefore, the impact of construction activities is lessened. However, the Leeds and Liverpool Canal Conservation Area is within the proposed construction area for Shipley Eastern Link Road. Therefore, its construction will need to respect & preserve the canal's historic context and, if possible, enhance it by virtue of its design, positioning & materials. Sustainable construction methods would be adopted throughout, including the use of recycled aggregate.

It is proposed that the package be appraised against the RTB Environmental Criteria which include:

- Will the initiative protect and improve local air quality?
- Will the initiative address the need to limit and adapt to climate change?
- Will the initiative protect and enhance areas of natural environment?
- Will the initiative protect and enhance areas of environmental significance?
- Will the initiative protect and enhance places and buildings of historic, cultural and archaeological?

**Social**

One of the aims of the package is to provide social benefits as some people living in the Shipley – Bradford Corridor suffer from deprivation and social exclusion. By implementing the elements of public transport improvement, accessibility will improve for people who are unable to or choose not to drive. Furthermore, the Shipley Eastern Link Road would reduce traffic levels within Shipley, relieving the impacts of severance. All of the measures would also allow brownfield development areas to be opened up and this would create job and training opportunities for those living locally.

The package will be appraised against the RTB Social Criteria which includes:

- Will the initiative deliver urban and rural renaissance?
- Will the initiative improve health and reduce health inequalities?
- Will the initiative improve access to and use of basic goods, services and amenities?
- Will the initiative secure economic inclusion?
- Will the initiative reduce crime, disorder and the fear of crime?

**Conclusion**

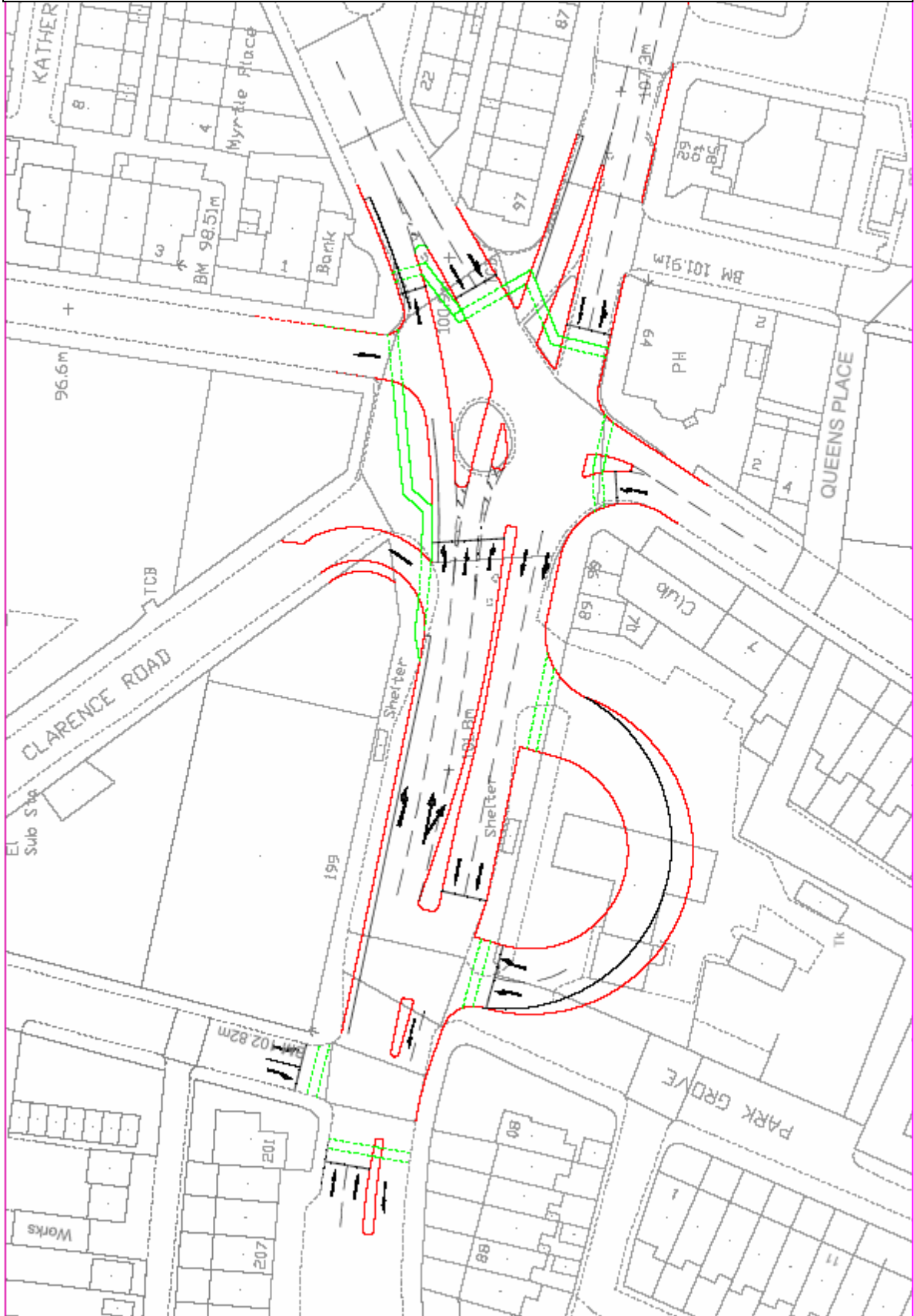
The package of measures would provide limited additional highway capacity that would enable the growth and regeneration of Airedale. It would particularly support the provision of new housing.

At the same time, it would provide opportunities for people to change their mode of transport whilst locking-in the benefits of the additional capacity provided. As such, it is a project that would deliver social and economic benefits whilst posing some environmental challenges.

It is believed that assessment of the package elements against economic, environmental and social criteria produces a sustainable package that strongly aligns with many of the Regional Transport Board's appraisal criteria for prioritising schemes.

**SALTAIRE ROUNDABOUT JUNCTION IMPROVEMENT  
CONCEPT DRAWING**

Drawing No R/M/23557/SJBa/SR 01



**POTENTIAL PROGRAMME FOR BRADFORD CANAL & CONNECTING AIREDALE**

**Regional Transport Board:-**

Submission of Outline Business Case: February 2008

Review of Funding Priorities: April 2008

**Start of construction:-**

Short-medium term interventions

Shipley-Bradford Corridor Transport Improvements (Phase 1):

Public transport and local access improvements	2009
Saltaire Roundabout:	2010
Canal Road Improvements:	2012
Manningham station:	2012

Shipley-Bradford Corridor Transport Improvements (Phase 2):

Shipley Eastern Link Road:	2014
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Longer term interventions

Hard Ings Road Improvement:	2016
Saltaire Bypass:	2017
Keighley Eastern Relief Road:	2019

Related schemes

Bradford Canal:	2010
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**CAPITAL STRATEGY - INITIAL OPTION APPRAISAL****PROJECT PRIORITISATION**

Ref	Criteria	Possible Scores	Proposed Project Score	
<i>Contribution to Corporate Priorities</i>				Totals
A	Strategic Significance	1 - 5	5	22
B	Customer Service Impact	1 - 5	2	
C	Regeneration/Skills/Education	2 - 10	10	
D	Transformational Agenda	1 - 5	3	
E	Sustainability	1 - 5	2	
<i>Financial</i>				
F	Leverage (ratio to external funding)	1 - 5	5	12
G	Efficiency Savings	1 - 5	2	
H	Revenue Implications	1 - 5	5	
<i>Deliverability</i>				
I	Risk (Chance of delivery)	1 - 5	4	7
J	Timescale	1 - 5	3	
<i>Legal Obligation</i>				
K	Contractual Commitment	2 - 10	2	5
L	Statutory Requirement	2 - 10	3	
Maximum overall score		75	<b>Project Total</b>	46