

**THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL
(A650 HARD INGS ROAD IMPROVEMENT, KEIGHLEY) COMPULSORY
PURCHASE ORDER 2017**

**THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL (A650 HARD
INGS ROAD IMPROVEMENT, KEIGHLEY) (SIDE ROADS) ORDER 2017**

THE HIGHWAYS ACT 1980

-and-

THE ACQUISITION OF LAND ACT 1981

THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994

COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007

National Transport Casework Team (REFERENCE: NATTRAN/YH/LAO/130)

In the matter of

**a highway improvement scheme involving highway alterations to facilitate and widen the
A650 Hard Ings Road, Keighley, from its junction with the A629 Beechcliffe Roundabout,
generally eastwards to a point 75 metres west of its junction with Bradford Road,
Roundabout, Bradford in the**

County of West Yorkshire

Proof of Evidence of :

David Haskins

**Head of Feasibility and Assurance, West Yorkshire Combined
Authority**

MSc, BSc Hons

presented as evidence in chief

on behalf of

The City of Bradford Metropolitan District Council

to

Local Public Inquiry – 30th January 2018

Contents

1.	Personal Details.....	3
2.	Scope of Evidence.....	3
3.	Background.....	3
4.	Main Evidence.....	5
5.	Conclusion.....	7
6.	Expert Declaration.....	7

1.0 Personal Details

1.1 My name is David Haskins and I hold the position of Head of Feasibility and Assurance at West Yorkshire Combined Authority (WYCA). I hold an Honours degree in Geography and a Master degree in Transport from University College London Imperial College. I have 28 years professional experience of major planning, development and transport works both in the public and private sectors. I joined WYCA in 2004 and prior to this, I have also worked for Aecom, Steer Davies Gleave, Peter Brett Associates and now Jacobs.

1.2 Within these posts I primarily focussed on the feasibility of transport schemes, including economic appraisal aspects, although I have wider experience across the spectrum of transport planning including highway schemes, modelling, development planning and transport strategy development.

2.0 Scope of Evidence

2.1 My evidence focuses on the history of the development and analysis of the scheme for it to be included in the West Yorkshire plus Transport Fund, the Scheme's current funding and approval position, and what further steps have to be taken from an assurance and evaluation process.

3.0 Background

3.1 In anticipation of a Growth Deal being established, in 2012/13 West Yorkshire and York Local Authority districts and WYCA developed a programme of transport infrastructure projects which in terms of Gross Value Added (GVA) would contribute to job creation and economic growth.

3.2 Schemes were developed to ensure benefits were equitably distributed across the individual districts and used an objective needs led based approach.

3.3 This programme created the West Yorkshire plus Transport Fund (WY+TF) Core Document 6. The agreed programme of priority projects would deliver the following:

- Generate significant additional economic investment to deliver jobs and growth – 20,000 new jobs (total) in West Yorkshire and York and £2.4bn GVA per annum by the mid-2030's;
- Bring local benefits to residents, businesses and communities by improvements in the West Yorkshire and York transport networks;
- Unlock key employment and housing growth sites in West Yorkshire and York in the city/town centres and Local Plan growth points; and
- Unlock growth of around 10,000 new homes by around 2030.

3.4 The Hard Ings Road Scheme was included in the WY+TF programme as a qualifying scheme and prioritised by WYCA due to the ability to deliver GVA uplift per £1 of whole life costs across West Yorkshire. In addition projects need to deliver economic growth benefits and offer value for money.

- 3.5 Growth Deals were established to provide funds to local enterprise partnerships or LEPs for projects that benefit the local area and economy. In March 2014 the Leeds City Region LEP submitted a Strategic Economic Plan (SEP) (Core Document 7 refers), which included how the proposed WY+TF programme would support economic growth across WY and York. In July 2015 £800m was allocated to deliver priorities included in the WY+TF. This was allocated over a 20 year period 2015 – 2034.
- 3.6 The Hard Ings Road Scheme promoted by the City of Bradford Metropolitan District Council (CBMDC) as the lead authority working in partnership with WYCA as funding body to develop the scheme through pre-feasibility, outline design to detailed design and delivery. The Scheme is addressing both existing carriageway congestion and allows for future growth and improved journey times. The existing carriageway position has seen the need for land required to deliver the Scheme to realise the benefits and objectives.
- 3.7 The Council confirms that the Order contains all the land and rights needed to facilitate and complete the Scheme and that no other land is required to be acquired.

4.0 Main Evidence

- 4.1 The Growth Fund settlement to Leeds City Region LEP was the largest in the Country and the bid was supported by the strategic analysis demonstrating need, and then determining strategically the best value for money projects.
- 4.2 The LEP funding is held and spent by WYCA on behalf of the LEP. In short, WYCA is the vehicle through which the SEP is implemented, as well as being the statutory, publicly accountable, decision-making body. WYCA endorsed a funding strategy which added locally generated funds to establish a £1 billion Fund, as well as a mechanism to use the 20 year growth fund allocation to deliver the programme in 10 years. Current allocation on early years programme up to 2021 is £280.9m. The WY+TF programme and funding strategy was endorsed by WYCA in December 2014 and by all District Councils (including Bradford) during early 2015. The Scheme was included as a priority within the Transport Fund programme and was allocated funding for delivery before 2021.
- 4.3 The Scheme has been developed and received Development Approval Outline Business Case (Core Document 5 refers) Decision Point 3 (formally Gateway 1) of the WYCA Assurance process in February 2015. In doing so, it has demonstrated that the Scheme will provide an acceptable level of value for money, has a clear set of objectives and a realistic chance of successful implementation. A Funding Agreement was put in place between WYCA and Bradford MDC to allocate development funding to the scheme to facilitate progress to detailed design.
- 4.4 I can confirm, continuing under WYCA Assurance Framework process (Core Document 19 refers), the Scheme will need to achieve Full Business Case approval at

Decision Point 4, which would follow the compulsory purchase public inquiry; and Full Business Case with Detailed Costs at Decision Point 5, which will follow the procurement and appointment of a contractor.

- 4.5 These required approval stages will allow for further evaluation of the scheme to ensure it is still programmed to deliver economic growth benefits, address identified congestion issues and continues to offer value for money. At the point these Decision Points are reached and approval secured, a revised Funding Agreement will be entered into to provide funding for full delivery of the scheme.
- 4.6 The cost of the Scheme as well as the payment of compensation to persons whose interests may be expropriated by the Council exercising compulsory purchase powers is to be met by funding through the total estimated cost of the scheme of £10.3 million including compensation.
- 4.7 The Scheme is currently programmed for delivery by 2019. I can confirm funding is secured within the WY+TF. Growth Deal funding is allocated to projects subject to Decision Point approval mechanisms being satisfactorily achieved. Funding is available to cover all reasonable project development and delivery costs associated with this key Scheme. There is no third party funding allocated to the scheme, 100% of funding required will be from the WY+TF.
- 4.8 Funding to secure delivery of the scheme will be approved for release under a Funding Agreement at the point the scheme reaches and progresses through Decision Point 5. The evaluation process at this point is looking to understand the outputs of the scheme, the economic growth indicators and the benefit cost ratio (BCR), (Please see Proof of Evidence from Andrew Bradshaw, Section 7 – Economic Appraisal). As confirmed in the Outline

Business Case (formally Gateway 1), the economic analysis of the scheme shows that the scheme would provide very high value for money (BCR). The scheme has progressed through detailed design against the same output principles as assessed at the OBC stage and will be re-appraised at the point of a Full Business Case submission.

- 4.9 WYCA acknowledge and confirm that land is required for the Scheme to be delivered and this will be secured via the Council exercising compulsory purchase powers.

5.0 Conclusion

- 5.1 I can confirm that the Hard Ings Scheme has been developed in line with WYCA Assurance Framework process and procedures.
- 5.2 Funding has been allocated for the delivery of the scheme from the WY+TF of up to £10.3 million.
- 5.3 Subject to submitting a successful and approved Business Case submission at Decision Point 4 and Decision Point 5, in line with the WYCA Assurance Framework process, a revised Funding Agreement will be entered into between WYCA and Bradford MDC and the funding will be available to draw down for delivery of the Scheme.
- 5.4 The profiled benefits from the scheme are in line with WY+TF objectives to deliver jobs and economic growth.
- 5.5 In summary, I am of the view that I have advanced a compelling case to justify the Orders being confirmed in the public interest to ensure that the Council, acting on its behalf, will be able to use compulsory purchase powers, should the use of such powers be required as a last resort, to acquire for the purposes of the Orders, all the land and rights needed to promote, deliver and facilitate the proper construction to

improve and widen the A560 Hard Ings Road, Keighley in the County of West Yorkshire, from its junction with the A629 Beechcliffe Roundabout, generally eastwards to a point 75 metres west of its junction with Bradford Road Roundabout.

6.0 Expert Declaration

6.1 I confirm that my duty to the Inquiry as an expert witness overrides any duty to those instructing or paying me, that I have understood this duty and complied with it in giving my evidence impartially and objectively and that I will continue to comply with that duty.

6.2 I confirm that my expert evidence includes all facts which I regard as being relevant to the opinions I have expressed and that attention has been drawn to any matter that would affect the validity of those opinions.

6.3 I am not instructed under any conditional fee arrangement and have no conflict of interest.

6.4 I confirm that I have made clear which facts and matters referred to in this proof of evidence are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represent my true and complete professional opinions on the matters to which they refer.