

**The Borough Council of Calderdale (A58 & A646 Corridor Improvement
Programme) (West Yorkshire Plus Transport Fund, Phase 1)
Compulsory Purchase Order 2021**

STATEMENT OF REASONS

The Highways Act 1980

and

The Acquisition of Land Act 1981

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1 INTRODUCTION

- 1.1 On 27th April 2020, the Cabinet of the Borough Council of Calderdale (“the Council”) agreed to the use of compulsory purchase powers and authorised its Interim Director of Regeneration and Strategy and the Head of Legal and Democratic Services, in consultation with the Portfolio Holder for Regeneration and Resources, to prepare The Borough Council of Calderdale (A58 & A646 Corridor Improvement Programme) (West Yorkshire Plus Transport Fund, Phase 1) Compulsory Purchase Order 2021 (‘the Order’), which was made on 7th July 2021.
- 1.2 The Order was made under sections 239, 240 (general powers of highway authorities to acquire land for the construction and improvement of highways), 246 (power to acquire land for mitigating the adverse effects of constructing or improving highways) and 260 (clearance of title to land acquired for statutory purposes) of the Highways Act 1980 (‘the 1980 Act’).
- 1.3 The Council believes that there is a compelling case in the public interest and that the proposed acquisition will facilitate the carrying out of improvements on the A58 & A646 strategic highway corridors more fully described below. The improvements will comprise of the setting back of the highway boundary to provide a bus layby and improved parking on the A58 West Street in Sowerby Bridge. In addition, the setting back of the highway boundary to construct a loading bay and to relocate a bus layby will facilitate improved traffic flows on the A58. Further to these measures, the improvements will include complementary pedestrian and cycling infrastructure improvements connecting into a parallel crossing on the A58 Wharf Street, providing the missing link in the City Connect cycle route across Sowerby Bridge, between Tuel Lane car park and the Rochdale Canal basin. Also, the setting back of the highway boundary to facilitate the construction of an additional vehicular lane adjacent to Halifax Fire Station will facilitate improved traffic flows on the A646 Skircoat Moor Road. These works combined with the wider A58 & A646 corridor improvements will improve the economic, social or environmental well-being of residents, workers and visitors to the Borough of Calderdale.
- 1.7 This Statement of Reasons is a non-statutory statement provided in compliance with the Ministry of Housing, Communities and Local Government’s “Guidance on Compulsory Purchase Process and the Crichel Down Rules” (‘the MHCLG Guidance’) (July 2019) and The Department for Transport’s (DfT) Note on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State is the Confirming Authority, Circular No. 2/97 (‘the DfT Guidance’).
- 1.8 If confirmed by the Secretary of State for Transport, the Order will enable the Council to acquire compulsorily the land and rights over the Order Land described below in order to facilitate the development described below.

2 DESCRIPTIONS OF THE ORDER LAND, LOCATION, PRESENT USE AND CONDITION

- 2.1 The land proposed to be compulsorily acquired (‘the Order Land’) is shown in Appendix A and is located approximately in the area of West Street, Tuel Lane and Wharf Street in

Sowerby Bridge and Skircoat Moor Road in Halifax. The majority of the land is located adjacent to the publicly adopted highway: the A58, being known for part of its length as West Street and Wharf Street in Sowerby Bridge and the A646, being known for part of its length as Skircoat Moor Road.

2.2. Full details of the ownership of each interest in the Order Land will be contained in the Schedule to the Order and shown on the Order Map, but in summary the land to be included in the Order is, in broad terms, a combination of green field recreation site and linear urban sidings in 3 different locations, comprising:-

- West Street Car Park, Sowerby Bridge (CPO Map No. 1)
- Regents Parade, Wharf Street, Sowerby Bridge (CPO Map No. 2)
- Halifax Fire Station, Skircoat Moor Road, Halifax (CPO Map No. 3)

2.3 The land is in a number of different ownerships and details of ownership and third party interests have been gathered through inspection of Land Registry title documents, site visits and discussion with the occupiers / owners.

2.4 The Council is seeking the power to acquire all interests in the Order Land as shown in the Order Maps in Appendix A in order to facilitate the delivery of integrated transport corridor improvements.

3 THE ORDER MAP

3.1 The Order Map shown at Appendix A, which comprises three sheets, identifies the land that is proposed to be subject to compulsory purchase powers, shown edged red and coloured pink. The Council intends to acquire all interests in this land, save for those already in the ownership of the Council. Individual plot boundaries and numbers on the Order Map correspond with the Schedule to the Order ('the Schedule'). Table 2 of the Schedule lists other parties who may have a compensable qualifying interest in the Order Land where known after reasonable diligent enquiry.

3.2 Copies of the Order documents and of the relevant plans and specifications may be inspected online at: <http://www.calderdale.gov.uk/cipcpo2021>. For hard copies of the documents and relevant plans, members of the public are able to contact the relevant signposted Calderdale Council Officers as well as the Department for Transport.

4 THE ENABLING POWERS FOR THE CPO

4.1 The Council has made the Order pursuant to its powers under section 239, 240, 246 and 260 of the 1980 Act.

4.2 Section 239(1) of the 1980 Act enables the compulsory acquisition of land where land is required for the construction of a trunk road, and any highway authority may acquire land required for the construction of a highway which is to be a highway maintainable at the public expense, other than a trunk road.

- 4.3 Under Section 239(3) of the 1980 Act, a highway authority may acquire land required for the improvement of a highway, being an improvement which they are authorised by the Act to carry out in relation to the highway.
- 4.4 Under Section 240 of the 1980 Act a highway authority may acquire land which is required for use by them in connection with the construction or improvement of a highway.
- 4.5 Section 246 of the 1980 Act enables the compulsory acquisition of land that is required for mitigating the adverse effects of constructing or improving a highway.
- 4.6 Section 260 of the 1980 Act enables the Council to include land in the Order for the purpose of clearing the title.
- 4.7 The Council is satisfied that for the reasons set out below, the purpose of the Order falls within the powers set out above and that the Order may lawfully be made.
- 4.8 The Council will exercise its compulsory purchase powers because it has not been able to acquire by agreement all interests that are required for the scheme and it is not certain it will be able to acquire the remaining land by agreement, although it will continue to make efforts to acquire the land by agreement. The purpose in seeking to acquire the land is set out in further detail in Section 10 of this Statement of Reasons.
- 4.9 The MHCLG Guidance and the DfT Guidance provides guidance to acquiring authorities on the use of compulsory purchase powers and sets out the overarching consideration that there must be a compelling case in the public interest for making a compulsory purchase order. The Council has taken full account of this overarching consideration in making this Order. Section 10 details why the Council considers that there is a compelling case in the public interest to make the compulsory purchase order and proceed with the scheme of highway improvements.
- 4.10 The MHCLG Guidance states that undertaking negotiations in parallel with preparing and making a compulsory purchase order can help to build a good working relationship with those whose interests are affected by showing that the acquiring authority is willing to be open and to treat their concerns with respect. Whilst the acquiring authority must make all reasonable efforts to acquire the land by negotiation, it is no longer the case that the making of a compulsory purchase order can only be made as a last resort. Acquiring authorities are expected to provide evidence that meaningful attempts at negotiation have been pursued.
- 4.11 Landowners, tenants and occupiers, to the extent that ownership is known, were approached about the potential for the use of compulsory purchase powers during 2019 / early 2020. Since then, negotiations have been ongoing with respect to the purchase of the land required and compensation, where ownership is known and landowners have been prepared to engage with the Council, noting that there is unregistered land within the scheme where ownership is not known. Where relevant, dialogue has also taken place and will continue to take place in relation to any mitigation works which may be required. Notwithstanding discussions with interested parties, negotiations as to the value of compensation remains unresolved for the majority of interests. The Council will continue to make meaningful

attempts to reach agreement on a voluntary basis, where ownership is known and negotiation remains the preferred route to acquiring the Order land, where possible. Where mitigation measures are appropriate, the Council are taking a proactive and sensitive approach to work with landowners, lessee and tenants to minimise adverse impact.

- 4.12 In summary, in exercising its powers of compulsory acquisition, the Council is satisfied that it may lawfully do so under the powers set out above and that it is able to demonstrate there is a compelling case in the public interest for such exercise and that the public interest is sufficiently important to justify the interference with private rights in making improvements to the highway.

5 BACKGROUND

- 5.1 Despite an obvious need and a desire to improve the A58 & A646 corridors between M62 Junction 22 and Halifax and between Todmorden and Skircoat Moor, decades of inability to invest in appropriate intervention works means that the capacity of the local highway network is not sufficient to keep pace with population and economic growth. This results in mounting levels of congestion, rising costs of motoring, and increased costs for public transport. It also reduces the ability for businesses to recruit a workforce, interact with other businesses or transport goods and services to people and businesses that need them. Significant investment in transport is therefore needed, with the A58 & A646 corridors being primary transport links to business centres within the district.
- 5.2 National Government Growth Deals present devolved powers represented in the West Yorkshire area by The Leeds City Region Strategic Economic Plan ('SEP') (2014), which recognises the economic potential of the region and the need to seize the potential of this 'game changing opportunity for the North'. It clearly articulates the contribution that better transport connectivity will play in providing the driving force to the plan.
- 5.3 The proposal to create a £1 billion fund to invest in transport in West Yorkshire and York over the next decade was welcomed across the region. In response to the Leeds City Region securing West Yorkshire Combined Authority (WYCA) (2014) status, the region was committed to developing a Single Appraisal Framework (SAF), to be approved by HM Treasury and the Department for Transport (DfT) that would enable devolved investment decisions to be made. The SAF was developed to be fully operational by April 2015 to enable the Local Enterprise Partnership (LEP) and the WYCA effective governance of the funding being made available by Central Government.
- 5.4 On the 29 June 2017, the Combined Authority endorsed an allocation of £125 million from the West Yorkshire plus Transport Fund to deliver the A58 and A646 Corridor Improvement Programme, granting indicative approval to £67.8 million to deliver phase 1. The A58 & A646 corridor improvements have been a beneficiary of the Corridor Improvement Programme Phase 1 by securing inclusion within the formal West Yorkshire plus Transport Fund Programme. The A58 & A646 corridors are considered to have several recognised issues which can be resolved with the appropriate funding, in order to achieve the following improvements:-

- Reduce journey time along the corridor and improve journey time reliability for all road users, in order to improve the connectivity and accessibility to economic growth sites and thereby contribute to boosting integration and the productivity of the region;
- Facilitate future housing growth by enabling sites proposed along the corridor in the Calderdale Local Plan to be realised;
- Enhance the provision for active modes by closing the gaps in connectivity on the walking and cycling network and providing an environment which promotes and encourages active mode use;
- Contribute to improving air quality, in particular through key centres via reducing congestion and associated traffic queues; and
- Improve the safety of all road users, particularly pedestrians and cyclists, via the reduced conflict of traffic and the implementation of additional infrastructure for pedestrians and cyclists.

5.5 The A58 & A646 corridors form part of the West Yorkshire Key Route Network ('KRN'), which is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network, regardless of authority boundaries. Improved reliability of the KRN will contribute to goals of the Leeds City Region SEP by improving connectivity and better connecting people, jobs and goods. Such improvements will help attract investment and facilitate housing growth across the City Region. Halifax is identified as a spatial priority area in the SEP. Improved links to the economic opportunities available in Halifax from the Upper Calder Valley will connect people to higher value jobs, whilst improvements to air quality through reduced congestion will deliver a better environment, ensuring 'good growth' credentials of the SEP are met. Potential improvements to public realm will also improve quality of life.

5.6 The A58 & A646 corridors provide a key role linking Calderdale to the Greater Manchester City Region and to Lancashire. Improvements along these two routes will ensure the sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbourhood areas. Increased accessibility of Halifax from the south-west and west will help to erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents. The phased programme of works across the A58 & A646 corridors are due to commence in June 2021.

6 DESCRIPTION OF THE SCHEME

6.1 The A58 & A646 Corridor Improvement Programme Phase 1 scheme will deliver a package of transport interventions along these strategic highways corridors on the KRN, to improve connectivity and accessibility and support economic growth. The improved highway efficiency on the KRN will benefit all road users, by specifically targeting the current pinch points in Sowerby Bridge, Hebden Bridge and Todmorden. The recommended interventions have been developed to ensure elements of the work package are complementary. Following the submission of the Full Business Case in Summer 2020, a strategic decision was made by the Council to remove the Tower Hill element of the scheme in Sowerby Bridge. It was considered that the benefits of the Tower Hill element to the overall scheme were outweighed by the

disbenefits to the local community. Although the original proposals provided vehicular benefits to the network, the decision was taken to avoid severing pedestrian links between the town centre and nearby communities, along with concerns around the impact on air quality and noise locally. As the scheme had a high BCR, it was felt that removing the Tower Hill element of the scheme provided a better balance for the local community, whilst overall still delivering value for money. This was discussed with WYCA prior to its removal.

- 6.2 The full package of proposed transport interventions for the A58 & A646 corridors are described below and shown on the General Arrangement drawings listed in section 17 of this Statement of Reasons:

A58 corridor interventions:

Location	Scheme Name	Description
Rishworth	New Puffin Crossing	Provide new puffin crossing outside Rishworth School. Formalise parking by installing build outs on the A672, and implementing parking restrictions.
Ripponden	Elland Road Improvements	Widen the footpath at top of Elland Road at the junction with Halifax Road. Relocate southbound bus stop from Elland Road / Halifax junction to south of Bridge End. Refine parking restrictions on Oldham Road.
Triangle	Traffic Request: Parkfield Drive	Double yellow lines added for junction protection.
Triangle	Traffic Request: Butterworth Lane/ Rochdale Road	Double yellow lines added for junction protection.
Triangle	Traffic Request: Woodlands	Double yellow lines added for junction protection.
Triangle	Traffic Request: East Street	Double yellow lines added for junction protection.
Sowerby Bridge West	West Street Car Park	New zebra crossing on Foundry Street, new northbound bus layby on West Street in between Foundry Street and Water Street, reorganisation of West Street car park and upgrade of pay and display equipment, and new southbound bus stop on West Street.
Sowerby Bridge West	Station Road Junction	Make Station Road and Victoria Road / Water Street into one way gyratory, including narrowing of carriageway to one lane, and new bus stop on Station Road. New signalised junction Station Road / West Street signalised inclusive of pedestrian crossing and, Sowerby Street / West Street and Water Street.
Sowerby Bridge West	Holmes Road	Introduction of double yellow lines from railway bridge at Holmes Road to Chapel Lane / Mearclough Road junction.

Location	Scheme Name	Description
Sowerby Bridge West	Provision of Real Time Information Equipment: Bus Stop (New) West Street Car Park	TFT in a shelter displaying information with bus times, rail times and events.
Sowerby Bridge West	Provision of Real Time Information Equipment: Bus Stop (22992) West Street near Station Road	TFT in a shelter displaying information with bus times, rail times and events.
Sowerby Bridge West	Provision of Real Time Information Equipment: Bus Stop (New) near Rail Station	TFT in a shelter displaying information with bus times, rail times and events.
Sowerby Bridge Central	Tuel Lane	Extension of the exiting filter lane back to Church View, removal of and relocation of southbound bus stop(s), and relocation of zebra crossing on Tuel Lane.
Sowerby Bridge Central	Sowerby Bridge Market Place	Demolition of market structure, releveling of surface to the canal, provision of two ramped cycle routes and flexible market space, new gate onto canal and street furniture. Relocation of CCTV equipment in Tuel Lane car park and upgrading of pay and display machines.
Sowerby Bridge Central	Wharf Street	Relocation of eastbound bus stop located to the west of the Market to in front of Market Place, new disabled bays in front of post office, new loading bay in front of Regents Parade, new parallel crossing across Wharf Street, widening of footway and realigning kerb edge on bus stop layby opposite B&M, and banning of on street parking on Wharf Street. Provision of speed table on Hollins Mill Lane junction, and raised zebra crossing on Town Hall Street.
Sowerby Bridge Central	Traffic Request: Hollins Lane / Tuel Lane / Beech Road junction	Build out footpath on Tuel Lane / Hollins Lane junction to reduce junction radii.
Sowerby Bridge Central	Provision of Real Time Information Equipment: Bus Stop (23045) Relocated on Wharf Street	TFT in a shelter displaying information with bus times, rail times and events.
Sowerby Bridge East	Wakefield Road	Incorporate new pedestrian stage into existing traffic signals at Wakefield Road.
Sowerby Bridge East	On Street Parking	Rationalisation of on street car parking on Bolton Brow in the Gratrix Lane area from existing provision for 8 vehicles to 5 vehicles.
Bull Green to King Cross	York Street to Arden Road Cycle Provision	Provision of shared cycle route from York Street to Arden Road (approx. 270m).
Bull Green to King Cross	Arden Road to Swires Road Cycle Provision	Provision of shared cycle route between Arden Road and Swires Road (approx. 80m), with crossing provision on Arden Road.

Location	Scheme Name	Description
		Conversion of existing traffic signals into a toucan crossing on Swires Road.
Bull Green to King Cross	Swires Road to King Cross Road Cycle Provision	Provision of shared cycle route from Swires Road to King Cross Road junction with Aachen Way (eastern end) (approx. 350m).
Bull Green to King Cross	King Cross Road Crossing	Redesign of existing traffic signals at King Cross Road junction with Aachen Way (eastern end) to remove staggered crossing and replace with direct crossing.
Bull Green to King Cross	King Cross Road Crossing	Replace existing zebra crossing with a new parallel crossing on King Cross Road near to Old St Paul's Church. Provision of shared cycle route from new parallel crossing to Burnley Road toucan crossing (approx. 200m).
Bull Green to King Cross	King Cross Road to Haugh Shaw Road Cycle Wayfinding	Cycle signage along King Cross Road through Queens Road to new parallel crossing near to Old St Paul's Church.
Bolton Brow to King Cross	Bolton Brow to Rochdale Road / Burnley Road Junction at King Cross	Provision of 1.5m cycle lane uphill with realigning of carriageway to preserve existing parking provision.
Bolton Brow to King Cross	Pyes Nest Road to Rochdale Road / Burnley Road Junction at King Cross	Provision of 1.5m eastbound cycle lane with realigning of carriageway to preserve existing parking provision.
Bolton Brow to King Cross	Rochdale Road / Burnley Road Junction at King Cross	Provision of new toucan crossing on Rochdale Road.
King Cross	Upgrading of existing VMS Equipment: Aachen Way junction Woodbine Street (opp. King Cross Street)	West bound information displaying diversion route: A58 Rochdale Road Sowerby Bridge, Ripponden, <i>either</i> B6138 Cragg Vale <i>or</i> A58 Littleborough, A6033 Walsden.

A646 corridor interventions:

Location	Scheme Name	Description
Todmorden	Burnley Road Puffin	Provision of new puffin crossing on A646 Burnley Road, north of Todmorden Town Hall.
Todmorden	Water Street Closure	Restricted access to Water Street between Halifax Road and Dale Street with resurfacing.
Todmorden	Bridge Street Area	Restricted access to Bridge Street at Halifax Road junction with resurfacing on Halifax Road. Reversal of one way on School Lane between Brook Street and Bridge Street allowing two-way operation on School Lane between Brook Street and Myrtle Street. Restriction of vehicular access to Bridge Street and Water Street from Halifax Road.

Location	Scheme Name	Description
		<p>Provision of new zebra crossing on A646 Halifax Road outside Todmorden Town Hall to link Bridge Street and Water Street.</p> <p>Removal of existing signalised pedestrian crossing of Halifax Road at Bond Street.</p> <p>Introduction of no entry to Bond Street from Halifax Road.</p> <p>Relocate eastbound bus stop at Bridge Street 90m to the east to be located adjacent to School Lane car park.</p> <p>Removal of existing eastbound bus stop between Cambridge Place and Hazelwood Street.</p>
Todmorden	Lidl Puffin	Provision of new puffin crossing on Halifax Road between Hey Street and Sanworth Street.
Todmorden	Mobility Hub	<p>On station approach undertake enabling works for new mobility hub including cycle parking provision for 12 bicycles, 2 car club parking bays, and 4 electric car charging points on the west side of Station Road approx. 40m from entrance to the station.</p> <p>Remove 5m of existing footway buildout on the east side of Station Road opposite middle of Mobility Hub bay to resolve existing drainage issue. Repositioning of taxi rank and bus stop.</p>
Todmorden	Castle Hill School	<p>Provision of 8 parking bays opposite Castle Hill School by reducing southbound footway width.</p> <p>Provision of new zebra crossing on Halifax Road.</p> <p>Removal of existing speed cameras and replace with single two-way digital camera.</p>
Todmorden	Upgrading of existing VMS Equipment: A646 Halifax Road junction Myrtle Street	East bound information displaying diversion route: U turn layby near Shaw Wood Road, back along A646, A6033 Walsden, A58 Littleborough <i>either</i> B6138 Cragg Vale Mytholmroyd <i>or</i> Ripponden, Sowerby Bridge.
Todmorden	Provision of Real Time Information Equipment: Bus Station	2 x TFT (one in a shelter and one on the wall) inside the Bus Station displaying information with bus times, rail times and events.
Todmorden	Provision of Real Time Information Equipment: Rail Station Bus Stop (24643)	TFT in a shelter displaying information with bus times, rail times and events.
Hebden Bridge	Burnley Road Parking	Introduction of double yellow lines from Station Road to Carr Lane, Fallingroyd and provision of 1.5m mandatory cycle lane in westbound direction and widened shared use footway eastbound.

Location	Scheme Name	Description
Hebden Bridge	Stubbing Holme Car Park	Upgrade of River Calder wall in collaboration with the EA and resurfacing and lining of 55 parking bays at existing compound car park, and provision of access ramp to the canal towpath. Provision of pay and display equipment in new car park.
Hebden Bridge	Crown Street / Central Area	Ban right turn out of Crown Street and widen footways between Albert Street and Commercial Street. Upgrading of signals adjacent to Station Road and widening of footway to Commercial Street.
Hebden Bridge	Market Street	Change existing parking bay provision for 6 vehicles into restricted loading area.
Hebden Bridge	Bridge Lanes/ Heptonstall Junction	Reorganisation of Heptonstall Road junction to improve footway widths and left turn cycle only movement from Heptonstall Road to A646, and provision of toucan crossing at junction.
Hebden Bridge	Provision of Real Time Information Equipment: Bus Stop (19583) near Calder Holmes Park and Railway Station	TFT in a shelter displaying information with bus times, rail times and events.
Mytholmroyd	Burnley Road Academy Cycle Link to Canal	Provision of cycleway / footpath across the western edge of Burnley Road Academy playing fields between Burnley Road and the Rochdale Canal. Provision of flood compensation area.
Mytholmroyd	Replacement of Mytholmroyd Footbridge	Demolition and replacement of existing western footbridge on New Road Bridge.
Mytholmroyd	Provision of Real Time Information Equipment: Bus Stop Burnley Road and Railway Station	TFT in a shelter displaying information with bus times, rail times and events.
Mytholmroyd	Traffic Request: Broad Bottom Lane / Burnley Road Junction	Provision of yellow lines for junction protection.
Mytholmroyd	Upgrading of existing VMS Equipment: Footway A646 Burnley Road/Caldene Avenue junction	West bound information displaying diversion route: B6138 Cragg Vale, A58 Littleborough, A6033 Walsden.
Mytholmroyd	Upgrading of existing VMS Equipment: Footway A646 Burnley Road, opposite Appleyard Road.	East bound information displaying diversion route: B6138 Cragg Vale, A58 Ripponden, Sowerby Bridge, King Cross.
Luddenden Foot	Luddenden Foot Academy Puffin Crossing	Provision of new puffin crossing and widening of the footway on Burnley Road at Luddenden Foot Academy. Refresh double yellow lines for junction protection, and yellow lining in front of school.
Luddenden Foot	Traffic Request: Cooperfields	Refresh white lines.

Location	Scheme Name	Description
Luddenden Foot	Provision of 2 Real Time Information Equipment: Bus Stop (18582)	Mounted in a new pole displaying information with bus times, rail times and events.
Sowerby Bridge North	Zebra Crossing	Provision of new zebra crossing on Burnley Road between Water Hill Lane and Blackwall Lane.
Sowerby Bridge North	Traffic Request: Junction of Greenside Gardens, Timmey Lane and Burnley Road	Extend the footpath and give way line by 1m into the road.
Bolton Brow to King Cross	Rochdale Road / Burnley Road Junction at King Cross	Provision of new toucan crossing on Burnley Road to replace existing pedestrian crossing, along with provision of new cycle route and footway along the existing line of deterrent paving connecting Rochdale Road to Burnley Road.
Bolton Brow to King Cross	Skircoat Moor Road at Rochdale Road / Burnley Road Junction at King Cross (Fire Station Area)	Widening of Skircoat Moor Road carriageway on approach to King Cross signals to two lanes northbound (relocating carriageway into Fire Station verge), removal of mini roundabout at Free School Lane, and reconfiguration of junction arrangement with Free School Lane, Skircoat Moor Road and Spring Edge.
Bolton Brow to King Cross	Skircoat Moor Road to Spring Edge	Making Free School Lane one way in eastbound direction between Skircoat Moor Road and Spring Edge with dedicated parking bay provision for 24 vehicles.
King Cross	Upgrading of existing VMS Equipment: Footway junction Skircoat Moor Road/ Free School Lane, adjacent mini roundabout	West bound information displaying diversion route: A58 Rochdale Road Sowerby Bridge, Ripponden, <i>either</i> B6138 Cragg Vale <i>or</i> A58 Littleborough, A6033 Walsden.

Interventions requiring the Order Land

6.3 Of the full package of transport interventions for the A58 corridor listed above, the following works are dependent upon the acquisition of the Order Land:

- New zebra crossing on Foundry Street; new northbound bus layby on West Street in between Foundry Street and Water Street; reorganisation of West Street car park and upgrade of pay and display equipment; and new southbound bus stop on West Street.
- Provision of real time information equipment; TFT in a shelter displaying information with bus times, rail times and events at the new bus stop at West Street car park.
- Alteration of Station Road and Victoria Road / Water Street into a one way gyratory, including narrowing of carriageway to one lane; and new bus stop on Station Road. New signalised junction at Station Road / West Street inclusive of pedestrian crossing; and at Sowerby Street / West Street and Water Street.
- Relocation of eastbound bus stop currently located to the west of Sowerby Bridge Market to in front of Market Place; new disabled bays in front of post office; new loading bay in front of Regents Parade; new parallel crossing across Wharf Street, widening of footway

and realigning kerb edge on bus stop layby outside B&M, and banning of on-street parking on Wharf Street (via an appropriate Traffic Regulation Order).

- Provision of real time information equipment; TFT in a shelter displaying information with bus times, rail times and events at relocated bus stop (23045) at Wharf Street.

6.4 These works will not be possible without acquiring the Order Land included in CPO Map No. 1 & No.2 at West Street Car Park, Sowerby Bridge and Regents Parade, Wharf Street, Sowerby Bridge on the A58.

6.5 Of the full package of transport interventions for the A646 corridor listed in paragraph 6.2 above, the following works are dependent upon the acquisition of the Order Land:

- Widening on the Skircoat Moor Road carriageway on the northbound approach to King Cross signals to two lanes (relocating carriageway into Fire Station verge), removal of mini-roundabout at Free School Lane, and reconfiguration of junction arrangement between Free School Lane, Skircoat Moor Road and Spring Edge.
- Alteration to Free School Lane making it one way in the eastbound direction between Skircoat Moor Road and Spring Edge with dedicated parking bay provision for 24 vehicles.

6.6 These works will not be possible without acquiring the Order Land shown on CPO Map No. 3 adjacent to Halifax Fire Station, Skircoat Moor Road on the A646.

7. FINANCIAL VIABILITY

7.1. The scheme is fully funded, with 97% of the funding provided from the West Yorkshire Combined Authority ('WYCA') under the Growth Deal underwritten by the West Yorkshire Plus Transport Fund, and the remaining 3% funded by the Council. The advance land acquisition cost is underwritten by the Council, to be reclaimed from WYCA at each quarterly payment application.

7.2 Mandated budget allocation within the West Yorkshire Plus Transport Fund for the A58 Corridor Improvement Programme Phase 1 is £4.98m and for the A646 Corridor Improvement Programme Phase 1 is £4.058m.

7.3 Preliminary design, transportation modelling and business case compilation was expended during 2019/20, with submission to WYCA during August 2020 under a Stage 2 Decision Point 4 Full Business Case governance process. Full Business Case approval was obtained in September 2020. Further detailed design was undertaken during 2020/21 and the Full Business Case Plus, detailing outcomes of the construction tender, was submitted to WYCA in May 2021, with approval expected in July 2021, which will enable drawdown of construction funding, thus releasing the full mandated budget allocation ready for site commencement of interventions not dependent upon confirmation of the Order during early Summer 2021.

8. SCHEME DESIGN ASSESSMENT

8.1 The scheme concepts for the A58 & A646 corridors, identified through option sifting and public consultation, were progressed to detailed modelling assessment, making use of industry standard modelling software Vissim.

8.2 For the Full Business Case and Full Business Case Plus, the Active Mode Appraisal Toolkit ('AMAT') was used to assess the benefits of active mode interventions. The Valuing Urban

Realm Toolkit ('VURT') was used in conjunction with a Pedestrian Environment Review System ('PERS') audit to assess the benefits of improvements to the quality of the street environment for pedestrian movements. In addition, journey time benefits were assessed using the DfT's transport user benefit appraisal software ('TUBA') in line with guidance contained in TAG Unit A-3. The West Yorkshire Urban Dynamic Model was also used to assess the regeneration and wider impact benefits of the scheme, which are set out in further detail in Section 10 of this Statement of Reasons.

Full Scheme Modelling Results

- 8.3 The scheme packages for the A58 & A646 corridors have been tested using Vissim, to understand the effectiveness of the individual schemes. Where new signalisation is proposed it has been tested using the Vissim model to develop optimisation of the signal arrangements at these junctions, to further enhance the benefits of the preferred scheme package. Further testing has been conducted by comparing journey times across the modelled years.
- 8.4 Models were developed for two areas along the A58 corridor (Ripponden and Sowerby Bridge) and four areas along the A646 corridor (Hebden Bridge, Sowerby Bridge North, Todmorden and King Cross). The results of the journey time comparisons for each model area are set out below.

A58 Sowerby Bridge

- 8.5 Table 1 summarises the average journey time in the Vissim network at this location. The proposed scheme in Sowerby Bridge is generally predicted to have a positive impact on journey times across the network. The results predict that the greatest benefit can be seen in the 2023 evening peak and 2038 morning peak with a 13% reduction in journey times.

Table 1– Average Journey Time Comparison (s) (All OD pairs) – Sowerby Bridge

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	255	243	-5%	331	287	-13%
Interpeak	202	207	3%	224	228	2%
Evening Peak	268	232	-13%	241	218	-10%

- 8.6 Table 2 shows the journey time changes specifically on the A58 for vehicles travelling between the A58 eastern and western zones in the model. Except for the evening peak (where there is anticipated reduction in journey times of 15% by 2038), there are predicted journey time disbenefits on the A58 westbound. These disbenefits are likely to be partially as a result of signalising the A58/Victoria Road/Station Road junction, which incorporates delay into the network, whereas in the Do Minimum, vehicles do not have to wait at signals or give way to complete their movement westbound through the network.
- 8.7 In the eastbound direction, the model predicts large journey time reductions with the scheme compared to the Do Minimum. The greatest reductions are seen in the 2023 evening peak with a 35% decrease and the 2038 morning peak with a 36% decrease. The predicted eastbound journey time reductions are likely as a result of signalising the A58/Victoria Road/Station Road junctions allowing for better control of the A58 mainline traffic. In the

existing network, video footage shows that vehicles travelling eastbound on the A58 in particular do let vehicles turn onto the A58 from the side roads of Victoria Road and Sowerby Road, which reduces the throughput on the A58 and is a factor in the congestion in the network. With the implementation of the signals, the A58 vehicles do not have to give way to the side roads as these arms are allocated their own green time.

Table 2– A58 Journey Time Comparison (s) – Sowerby Bridge

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
A58 Eastbound						
Morning Peak	449	367	-18%	644	409	-36%
Interpeak	323	323	0%	409	385	-6%
Evening Peak	652	423	-35%	468	353	-24%
A58 Westbound						
Morning Peak	325	362	11%	324	370	14%
Interpeak	291	316	9%	296	331	12%
Evening Peak	382	362	-5%	455	388	-15%

- 8.8 The results from the Vissim model show that overall, the scheme is predicted to have a positive impact on journey times through Sowerby Bridge. The results suggest that although there are generally predicted to be some journey time disbenefits on the A58 westbound at the morning peak and interpeak, these are outweighed by the larger benefits for traffic on the A58 eastbound.

A58 Ripponden

- 8.9 Table 3 summarises the average journey time in the Vissim network at this location. The proposals in Ripponden solely involve relocating the southbound bus stop on Elland Road further downstream, therefore significant journey times changes are not to be expected. This is highlighted in the average journey time results, which shows that the model predicts the operation of the network to be similar between the Do Minimum and scheme scenarios. There may be some minor benefits with moving the bus stop away from the junction on Elland Road, as this will reduce the likelihood of vehicles interacting with the A58/Elland Road junction when a bus uses the stop.

Table 3– Average Journey Time Comparison (s) (All OD pairs) – Ripponden

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	123	121	-1%	143	145	1%
Interpeak	111	110	-1%	118	116	-2%
Evening Peak	139	137	-2%	420	397	-5%

- 8.10 Table 4 shows the journey time changes specifically on the A58 for vehicles travelling between the A58 northern and southern zones. The predicted journey times on the A58 from the model are all similar between the Do Minimum and Do Something scenario.

Table 4– A58 Journey Time Comparison (s) – Ripponden

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
	A58 Southbound					
Morning Peak	92	93	1%	96	98	2%
Interpeak	79	81	2%	81	82	1%
Evening Peak	102	101	-1%	102	104	2%
	A58 Northbound					
Morning Peak	140	136	-3%	171	170	0%
Interpeak	101	101	0%	102	103	1%
Evening Peak	127	125	-1%	184	198	8%

- 8.11 The results from the Vissim model suggest that the predicted journey time on the A58 will be similar between the Do Minimum and Do Something scenario.

A646 Hebden Bridge

- 8.12 Table 5 summarises the average journey time in the Vissim network at this location. In both the morning and evening peak, the proposed scheme reduces the average journey time across the network in the opening and design year. In the inter peak scenarios, however, overall journey times increase with the scheme by 2% compared to the Do Minimum.

Table 5– Average Journey Time Comparison (s) (All OD pairs) – Hebden Bridge

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	154	152	-1%	165	159	-4%
Interpeak	155	159	2%	161	163	2%
Evening Peak	165	157	-5%	180	164	-9%

- 8.13 Table 6 shows the journey time changes specifically on the A646 for vehicles travelling between the A646 eastern and western zones in the model. The largest predicted reduction in A646 journey times can be seen in the evening peak in the westbound direction. Observed behaviour from the cameras provided by the survey company also showed vehicles on the A646 allowing vehicles to turn right out of Crown Street, which appears to increase congestion on the A646 westbound mainline. The scheme removes the right turn from Crown Street, which is predicted to remove this behaviour from the with scheme scenarios. There are also predicted benefits as a result of the removal of on-street parking.

- 8.14 By 2038, there is a predicted 9% reduction in A646 westbound journey times in the morning peak and a 23% reduction in the evening peak as a result of the scheme proposals. The inter peak shows little difference between the Do Minimum and Do Something scenarios. In 2023 journey times along the A646 decrease by 1% with the scheme in the eastbound direction and increase by 1% westbound. However, by 2038, both directions on the A646 show a reduction in journey times with the scheme, with a major reduction of 23% westbound during the evening peak.

Table 6– A646 Journey Time Change (s) – Hebden Bridge

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
A646 Eastbound						
Morning Peak	245	235	-4%	254	243	-4%
Interpeak	241	238	-1%	246	242	-1%
Evening Peak	234	232	-1%	244	239	-2%
A646 Westbound						
Morning Peak	253	237	-6%	272	246	-9%
Interpeak	246	250	1%	259	254	-2%
Evening Peak	297	252	-15%	339	262	-23%

- 8.15 The results from the Vissim model show that the scheme generally has predicted positive benefits to overall journey times across the network and on the A646 itself.

A646 Sowerby North

- 8.16 Table 7 summarises the average journey time in the Vissim network in this location. As the proposals in Sowerby North only include a new zebra crossing on the A646, it is not expected that journey times will be significantly affected. The results show that between the Do Minimum and Do Something scenarios, the average journey times across the network wither remain the same or are within one second.

Table 7– Average Journey Time Comparison (s) (All OD pairs) – Sowerby North

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	151	150	-1%	155	155	0%
Interpeak	148	148	0%	154	153	-1%
Evening Peak	141	140	0%	140	139	0%

- 8.17 Table 8 shows the journey time changes specifically on the A646 for vehicles travelling between the A646 eastern and western zones. The results show that the inclusion of the

zebra crossing is predicted to have little impact on the A646 journey times, as they either remain constant or fluctuate either side by a maximum of two seconds.

Table 8– A646 Journey Time Change (s) – Sowerby North

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
	A646 Eastbound					
Morning Peak	169	169	0%	175	177	1%
Interpeak	155	155	0%	156	156	0%
Evening Peak	164	165	1%	169	170	0%
	A646 Westbound					
Morning Peak	165	165	0%	170	169	-1%
Interpeak	159	160	1%	162	161	-1%
Evening Peak	171	171	0%	175	175	0%

- 8.18 As such, the results from the Vissim model show that this element of the scheme is predicted to have minimal impact on traffic travel times, both on the network as a whole and the A646 specifically, as would ordinarily be expected for the introduction of a pedestrian crossing. Nevertheless, this element of the scheme is predicted to have benefits in relation to the safety of pedestrians crossing the A646.

A646 Todmorden

- 8.19 Table 9 summarises the average journey time in the Vissim network in this location. The results show that the scheme is predicted to have a minor benefit across the whole network in both the morning and evening peaks, with a slight journey time disbenefit in the interpeak period.

Table 9– Average Journey Time Comparison (s) (All OD pairs) – Todmorden

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	99	96	-3%	99	96	-3%
Interpeak	96	97	1%	96	97	1%
Evening Peak	101	99	-2%	101	100	-1%

- 8.20 Table 10 shows the journey time changes specifically on the A646 for vehicles travelling between the A646 northern and eastern zones in the model. The results show that vehicles travelling from the north going east experience some journey savings with the scheme in all peaks in both the opening and design years. The journey time reductions range from between 5% and 7% in the morning and evening peak hours.

- 8.21 For vehicles travelling from the east to the north on the A646, journey times decrease of 2% are seen in the morning peak. In both years, the inter peak experiences a slight increase in A646 journey times with the scheme, as does the evening peak in 2038, for traffic travelling east to north.

Table 10– A646 Journey Time Change (s) – Todmorden

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
A646 North to East						
Morning Peak	115	108	-7%	116	109	-6%
Interpeak	114	112	-2%	114	113	-2%
Evening Peak	115	108	-6%	115	109	-5%
A646 East to North						
Morning Peak	115	113	-2%	116	113	-2%
Interpeak	110	114	4%	112	115	3%
Evening Peak	118	118	0%	119	121	2%

A646 King Cross

- 8.22 Table 11 summarises the average journey time in the Vissim network in this location. The results show that in all instances, the scheme proposals at the A646 King Cross reduce average journey times across the network. The largest reduction is seen in the evening peak with a 6% reduction in both the opening and design years. In the inter peak, there is a 4% reduction in both future years, and in the morning peak there is a 5% reduction in 2023 and a 2% reduction in 2038.

Table 11– Average Journey Time Comparison (s) (All OD pairs) – King Cross

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
Morning Peak	138	131	-5%	140	138	-2%
Interpeak	134	130	-4%	145	139	-4%
Evening Peak	144	136	-6%	159	149	-6%

- 8.23 Table 12 shows the journey time changes specifically on the A646 for vehicles travelling between the A646 southern and western zones. The results show that in all cases there is a journey time benefit in the Do Something scenario compared to the Do Minimum. Traffic travelling on the A646 from the south to the west experience the greatest journey time benefits, which is likely due to the proposed two lanes on Skircoat Moor Road. Also, with Free School Lane becoming one way eastbound, vehicles travelling northbound on the A646

do not have to give way to vehicles exiting Free School Lane. By 2038, the morning peak shows a 5% reduction in journey times, 17% in the inter peak and 14% in the evening peak.

Table 12– A646 Journey Time Change (s) – King Cross

	2023			2038		
	DM	DS	% Diff	DM	DS	% Diff
	A646 West to South					
Morning Peak	145	138	-5%	160	152	-5%
Interpeak	137	132	-4%	139	134	-3%
Evening Peak	179	167	-7%	157	152	-3%
	A646 South to West					
Morning Peak	176	146	-17%	145	138	-5%
Interpeak	156	140	-10%	172	142	-17%
Evening Peak	171	147	-14%	166	143	-14%

Active Mode and Urban Realm Assessments

- 8.24 The A58 & A646 schemes include a package of transport interventions through a number of communities along the two corridors (Rishworth, Ripponden, Sowerby Bridge and King Cross on the A58, and Todmorden, Hebden Bridge, Mytholmroyd and Luddenden Foot on the A646). They aim to reduce congestion, improve accessibility to both existing and proposed developments, reduce delays, and deliver faster journey times across all transport modes. Together, these interventions will deliver benefits across the two corridors, through improving accessibility by active modes to bus stops and interchanges, rail stations and existing cycling infrastructure, and creating a more cohesive and integrated transport network across the two corridors.
- 8.25 Demand assumptions for pedestrian and cycling daily trips are set out in Tables 13 and 14 below. Existing use is based on traffic surveys and count data and the forecast in demand uptake is based on evidence of uptake related to the type of facilities being introduced.

Table 133 – A58 Pedestrian and Cycle Demand

Scheme	Scheme Name	Pre-scheme daily trips		Post-scheme daily trips	
		Cycles	Pedestrians	Cycles	Pedestrians
A58KCR	King_Cross_Bolton_Brow	90	n/a	124	n/a
A58KCRS1	King_Cross_Bull_Green	94	n/a	132	n/a
A58KEB	Kebroyd	No assessment (safety benefit only)			
A58RIP	Ripponden	No assessment (safety benefit only)			
A58RIS	Rishworth	No assessment (safety benefit only)			
A58SBC	Sowerby_Bridge_Central	n/a	Varies by link	n/a	Assumed +10%
A58SBE	Sowerby_Bridge_East	n/a	Varies by link	n/a	Assumed +10%
A58SBW	Sowerby_Bridge_West	n/a	Varies by link	n/a	Assumed +10%

Table 144 – A646 Pedestrian and Cycle Demand

Scheme	Scheme Name	Pre-scheme daily trips		Post-scheme daily trips	
		Cycles	Pedestrians	Cycles	Pedestrians
A646HEB	Hebden Bridge	87	Varies by link	104	Assumed +10%
A646LUD	Luddenden Foot	No assessment (safety benefit only)			
A646MYT	Mytholmroyd (Burnley Road Academy Link)	0 (link does not exist)	0 (link does not exist)	1 cyclist per 15mins (48/day)	1 pedestrian per 10mins (72/day)
A646SBW	Sowerby Bridge	No assessment (safety benefit only)			
A646TOD	Todmorden	20	Varies by link	20	Assumed +10%

- 8.26 The present value of benefits associated with the Sowerby Bridge pedestrian and cycling interventions on the A58 is £4.005m. These are largely directly related to the public realm and cycling infrastructure improvements in Sowerby Bridge Central, which connect into a parallel crossing on the A58 Wharf Street, and provide the missing link in the City Connect cycle route across Sowerby Bridge, between Tuel Lane car park and the Rochdale Canal basin. These active mode and public realm benefits are included in the Benefit to Cost Ratio ('BCR') for the A58 & A646 corridor schemes.

Journey Reliability Assessments

- 8.27 In addition to the 'conventional' travel time savings, there is the potential for the A58 & A646 schemes to bring benefits in the form of improved journey time reliability. Reliability in this context is defined as variation in journey times that transport users are unable to predict. The journey time reliability benefits for the A58 & A646 corridor schemes are shown in Tables 15 and 16 below. Following Full Business Case approval, a proportionate approach for updating the economic assessment was agreed with WYCA, and as such the journey reliability assessment was not updated at Full Business Case Plus stage.

Table 155 – A58 Reliability Benefits

Location	Reliability Benefit
Sowerby Bridge	£0.547m
Ripponden	£7.674m
Total	£8.249m

Table 166 – A646 Reliability Benefits

Location	Reliability Benefit
Hebden Bridge	£1.860m
Sowerby Bridge North	£0.008m
Todmorden	£0.124m
King Cross	£2.590m
Total	£4.583m

- 8.28 As part of the assessment the reliability tool evaluates the proportional change in travel times between the Do Minimum and Do Something scenarios to calculate the reliability benefits. In a small network, it is possible that the travel changes are overestimated, but they do indicate that the A58 & A646 schemes will result in a positive reliability benefit. The analysis also indicates that approximately 93% of any reliability benefits would accrue as a result of

improvements in Ripponden on the A58. In addition, approximately 97% of any reliability benefits would accrue as a result of improvements in King Cross and Hebden Bridge on the A646.

- 8.29 It should be noted that journey time reliability benefits do not form part of the BCR for the schemes, but instead provide additional evidence of the benefits of the scheme, when considered as a value for money assessment, to justify the scheme and the making of the Order.

Wider Impact Benefits

- 8.30 Between 1997 and 2015, bus patronage fell in West Yorkshire by 11%, with the decline experienced in Calderdale even greater. In 2011, only 9.3% of all journeys to work were made by bus in Calderdale, with the proportion of journeys made by bus declining by 38% since 2001 and 64% since 1981. In recent years, on-going works on these two strategic corridors have led to a further decline in bus patronage, due to delays and poor journey time reliability. The A58 & A646 schemes will contribute towards the objective of increasing bus patronage in West Yorkshire, and particularly on these corridors in Calderdale.
- 8.31 There are several bus routes that interact with or travel along the A58 or A646 corridors, providing 16 and 15 bus services respectively. The majority of these bus services either start or terminate in Halifax (a spatial priority area) and serve the towns located along the two corridors. In addition, several bus services either start or terminate in Hebden Bridge on the A646 corridor.
- 8.32 The A58 & A646 schemes will improve accessibility by walking and cycling to local bus stops and bus interchanges along the two corridors. In addition, bus stop facility improvements, including the provision of real time information, will provide a better customer experience and improve journey quality. Alongside this, junction improvements and the removal of on-street parking will reduce congestion and delays and deliver faster journey times along the corridors. By improving accessibility to bus stops and journey time reliability along the corridors, the bus will become a more attractive modal choice for people living and/or working in towns including Ripponden, Rishworth, Sowerby Bridge, King Cross, Todmorden, Hebden Bridge, Mytholmroyd and Luddenden Foot. Against the backdrop of decreasing bus use in Calderdale, these improvements will encourage uptake in bus patronage across the two corridors.
- 8.33 Overall, the A58 & A646 corridor improvement schemes will unlock the economic potential across the corridors, with particular focus around the key town and village centres. Improved connectivity along the corridor will improve journey times, providing faster and more reliable routing along the A58 & A646 corridors.
- 8.34 By supporting Local Plan site allocations situated along the two corridors through improved accessibility, the schemes will provide a further economic boost to the local economy, providing new housing and business space. Increasing the availability of employment sites will increase local employment levels, as well as further encouraging economic developments and investment in the Leeds City Region. With greater access to wider ranging employment opportunities, local skills and earning potential are likely to be further enhanced.

- 8.35 One of the key performance indicators of the schemes is to improve upon environmental conditions, with particular focus being around the key town and village centres. The schemes will seek to increase public transport usage, and encourage a greater share of active mode users, which will reduce vehicle numbers along the A58 and A646 corridors, improving the situation concerning air and noise pollution. Indirect health benefits are likely to be achieved as a result of the improved cycle facilities and promotion of active modes.

9 EXTENT TO WHICH THE SCHEME FITS WITH THE PLANNING FRAMEWORK

National Planning Policy Framework ('NPPF')

- 9.1 The NPPF is the Government's overarching planning policy guidance. It sets out the Government's planning policies for England and how these should be applied, and this was updated in February 2019. Its overriding principle is the presumption in favour of sustainable development which is set out at Paragraph 11. This provides guidance on what applying a presumption in favour of sustainable development means for plan-making and decision-taking.
- 9.2 The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced of which the following are of particular relevance to the scheme:
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - Deliver a sufficient supply of homes: To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
 - Build a strong, competitive economy: Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
 - Ensuring the vitality of town centres: Planning policies and decision should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
 - Promoting sustainable transport: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
- 9.3 The NPPF commits the Government to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration; ensuring that the planning system does everything it can to support sustainable economic

growth and requires significant weight to be placed on the need to support economic growth and productivity.

- 9.4 The NPPF provides strong support for sustainable transport modes as a means of supporting sustainable development, stating Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 9.5 The NPPF also attaches great importance to good design, stating *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process”*.
- 9.6 The scheme envisages the redevelopment of the acquired land to improve sustainable modes of transport along the corridor, with a particular view to supporting the transport needs and reducing the impacts of future development within the western and south-western parts of the Council's administrative area. The scheme is therefore compliant with national planning policy.

National Planning Practice Guidance ('PPG')

- 9.7 The Government has also issued the PPG which, together with the NPPF, has replaced a significant amount of earlier policy and guidance. The PPG includes the following guidance which is of relevance to the Order:
- Guidance on climate change (March 2019) advises how to identify suitable mitigation and adaptation measures to address the impacts of climate change, such as reducing emissions by providing for sustainable transport, which the A58 & A646 corridor improvement schemes are seeking to deliver.
 - Guidance on design: process and tools (October 2019) includes a section on how effective community engagement on design can help shape better places for people. This includes linking engagement activities to key stages of design decision-making, which is the process that has been used on the A58 & A646 corridor improvement schemes.
 - Guidance on healthy and safe communities (November 2019) states that a healthy place is one which supports and promotes healthy behaviours and environments and a reduction in health inequalities for people of all ages. This is what the A58 & A646 corridor improvement schemes are seeking to deliver.
 - Guidance on town centres and retail (September 2020) specifies that accessibility, which includes transport accessibility and accessibility for people with different impairments or health conditions, as well as older people with mobility requirements, is relevant to assessing the health of a town centre and planning for its future. The interventions proposed across the A58 & A646 corridors seek to improve accessibility and support the prosperity of key town and villages centres.

Local Planning Policy

a) The Highway Works

- 9.8 The scheme is being promoted by the Council as Local Highway Authority and forms part of a core project for the A58 & A646 highway corridors. The scheme is mandated by the West Yorkshire Combined Authority (WYCA) and promoted by the West Yorkshire Plus Transport Fund.
- 9.9 The Council, in its capacity as Local Highway Authority, is empowered under sections 239, 240, 246 and 260 of the Highways Act 1980 to acquire land to undertake the highway corridor improvements described in section 6 of this Statement of Reasons, in addition to land required for the purpose of mitigating adverse effects of the highway improvements.
- 9.10 The Council has obtained certificates of lawfulness of proposed development for the works associated with Order; see the planning decision notices listed in section 17 of this Statement of Reasons.
- 9.11 The proposed alterations to the public car park and footway at West Street (CPO Map No. 1) were confirmed to be lawful on 2 November 2020 following the grant of a certificate of proposed development under section 192 of the Town and Country Planning Act 1990 (as amended) (reference: 20/00928/192). This certificate confirmed that the proposed works

benefit from the permitted development rights set out in Class A(b) of Part 9 (Development by Highways Authorities) and Class A(a) of Part 12 (Development by Local Authorities) of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As such, these proposed works are to be carried out as permitted development.

- 9.12 The proposed works to the footway associated with the creation of a loading bay as part of highway improvement works at Wharf Street in Sowerby Bridge (CPO Map No. 2) were confirmed to be lawful on 25 September 2020 following the grant of a certificate of proposed development under section 192 of the Town and Country Planning Act 1980 (as amended) (reference: 20/00855/192). This certificate confirmed that the proposed works benefit from the permitted development rights set out in Class A(b) of Part 9 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As such, these proposed works are to be carried out as permitted development.
- 9.13 The proposed new footway / kerb and highway signage adjacent to the adopted highway at Halifax Fire Station, Skircoat Moor Road (CPO Map No. 3) were confirmed to be lawful on 25 September 2020 following the grant of a certificate of proposed development under section 192 of the Town and Country Planning Act 1990 (as amended) (reference: 20/00854/192). This certificate confirmed that the proposed works benefit from the permitted development rights set out in Class A(b) of Part 9 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As such, these proposed works are to be carried out as permitted development.
- 9.14 The proposed new footway / kerb and retaining wall adjacent to adopted highway at Tuel Lane, Sowerby Bridge were confirmed to be lawful on 25 September 2020 following the grant of a certificate of proposed development under section 192 of the Town and Country Planning Act 1990 (as amended) (reference: 20/00857/192). This certificate confirmed that the proposed works benefit from the permitted development rights set out in Class A(b) of Part 9 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- 9.15 Planning permission was granted on 2 December 2020 for the provision of new shared use walking and cycling on land comprising playing fields opposite Burnley Road, Mytholmroyd (reference: 20/01104/LAA). The land required to deliver these works is not included in the Order Land as the freehold is already owned by the Council and an agreement in principle has been reached with the lessee and occupier of the land, Burnley Academy, for the surrender of a lease over this area of land.
- 9.16 Planning permission was granted on 8 January 2021 for the development of a car park adjacent to Hebden Vale Centre in Hebden Bridge (reference: 20/01116/LAA), and planning permission was granted on 11 December 2020 for the removal of the existing upstream footbridge and replacement with a new footbridge at New Road, Mytholmroyd (reference: 20/01145/LAA). The land required to deliver these works is already in the ownership of the Council and/or consists of adopted highway.
- 9.17 The creation of a cycle path opposite St Marys School, Arden Road, Halifax was confirmed to be lawful on 18 March 2021 following the grant of a certificate of proposed development under section 192 of the Town and Country Planning Act 1990 (as amended) (reference:

21/00085/192). This certificate confirmed that the proposed works benefit from the permitted development rights set out in Class A(b) of Part 9 of Schedule 2 of The Town and Country Planning (General Permitted Development (England) Order 2015 (as amended). As such, these proposed works are to be carried out as permitted development.

b) The Demolition Works

- 9.19 Demolition of Sowerby Bridge Market building adjacent to CPO Plot 2 of the Order constitutes 'development' for the purposes of requiring planning permission. Demolition of the building and change of use of part of Tuel Lane car park, to form a new area of public realm to include provision for pop-up market stalls and use as a market/event space was granted planning permission, subject to conditions, under Regulation 3 of the Town and Country Planning General Regulations 1992 on 06 November 2020 (reference: 20/00908/LAA).

c) Conclusion

- 9.20 On the basis of the position outlined above, there are no known planning impediments to the delivery of the scheme.

10.0 OUTLINE OF THE COUNCIL'S PURPOSE AND JUSTIFICATION IN MAKING THE ORDER

- 10.1 The Council's purpose in making the Order is to secure the acquisition of all relevant interests in the Order Land to facilitate the delivery of the A58 & A646 corridor improvement programme scheme.
- 10.2 The Order is intended to enable transport interventions along the A58 & A646 corridors to a standard which will deliver the efficiencies and future growth capacity necessary to realise the economic dependencies in the local region which need to be achieved. Accordingly, the objectives of the land sites are to bring them into beneficial use as an enabling component of the wider West Yorkshire Plus Transport Fund strategy.
- 10.3 The Order Land is adjacent to highway maintainable at the public expense and presents the only opportunity to widen the corridor in the strategic pinch points identified. Without the transport interventions along the A58 & A646 corridors, which is dependent upon the land acquisition strategy, the West Yorkshire Plus Transport Fund aspirations will flounder in the Calderdale area.
- 10.4 The Order Land is currently owned and occupied by a number of different owners, lessees and occupiers.
- 10.5 The Council has already commenced and progressed negotiations to acquire interests in the Order Land by agreement, as follows:
- Terms have been agreed in principle with Together Housing Association Limited for the acquisition of land adjacent to West Street (A58) (CPO Plots 1/1, 1/1A and 1/1B). It is intended that the land will be transferred to the Council following the anticipated approval of the Full Business Case Plus for the scheme in July 2021.

- Discussions have commenced and are continuing with the owners of land adjacent to Wharf Street (A58), namely The Further Education Centre Limited (CPO Plot 2/1), and Bailey Bros. (Builders) Limited (CPO Plot 2/3).
- The Council's enquiries have revealed that the registered owner of CPO Plot 2/4 is a company called Rochdale Canal Trust Limited which was dissolved in 2015. As such, the land vests in the Duchy of Lancaster as bona vacantia and therefore constitutes Crown land. Section 327 of the Highways Act 1980 enables the "appropriate authority" in relation to any Crown land (in this case the Duchy of Lancaster) to agree that any provisions of the Act shall apply to the land. On 9 March 2021, the Solicitor for the Affairs of the Duchy of Lancaster, via its solicitors, confirmed its agreement to this area of land being included in the CPO. Notwithstanding the need to include this land in the CPO to provide certainty, the Council is in discussions with the Duchy of Lancaster's representatives regarding a potential voluntary acquisition of this land.
- The West Yorkshire Fire and Rescue Authority has confirmed its agreement in principle to dispose of the land adjacent to Skircoat Moor Road (A646) (CPO Plot 3/1). Negotiations over the purchase price are well advanced.

- 10.6 These negotiations will continue throughout the CPO process. However, timely instigation of the compulsory acquisition process will enable the Council to secure the requisite funding and meet delivery timescales to give certainty to the delivery of the wider public benefits. The confirmation of the Order will provide certainty for programming and the realisation of the Council's policy objectives.
- 10.7 The economic assessment has been carried out in accordance with DfT's TAG guidance to establish the benefits, costs and value for money associated with the scheme.
- 10.8 In addition to the traditional transport benefits considered within the appraisal, the wider economic impacts of the scheme have been assessed within the West Yorkshire Urban Dynamic Model ('UDM'). The headline outputs from the UDM focus on jobs growth supported by the scheme and additional economic Gross Value Added ('GVA') generated. The headline economic results from the West Yorkshire UDM are presented below in Table 17 for the A58 & A646 corridor improvement schemes. It was agreed with WYCA that the changes in the A58 scheme between Full Business Case and Full Business Case Plus will not have materially affected the West Yorkshire UDM headline economic results, and as such it was not re-run at Full Business Case Plus stage.
- 10.9 Headline GVA/£ figures have been calculated based on the UDM testing and associated scheme costs. The GVA/£ metric is used to rank schemes within the West Yorkshire Plus Transport Fund and represents single year GVA for the forecast year of 2036 considered against the whole life cost of the scheme to the West Yorkshire Plus Transport Fund. Table 17 shows the GVA/£ for the A58 & A646 corridor improvement scheme full package of works, for the Leeds City Region, West Yorkshire and Calderdale.
- 10.10 The output GVA metrics produced by the UDM are given in Table 17 below. Benefits are presented for the forecast year of 2036, along with the full programme test results.

Table 17 – UDM Test Results

Scheme Test	Location	Number of Jobs	GVA p.a. 2009 Prices
A58 Corridor Improvement Programme – full scheme package	Leeds City Region	+105	+£13.4
	West Yorkshire	+90	+£12.5
	Calderdale	-13	+£2.7
A646 Corridor Improvement Programme – full scheme package	Leeds City Region	+77	+£6.3
	West Yorkshire	+70	+£5.9
	Calderdale	+21	+£1.1

- 10.11 The BCR of the A58 corridor improvement scheme as currently proposed is 4.119 at Full Business Case Plus which indicates that the scheme offers Very High Value for Money based on the DfT guidance criteria. The present value of benefits is £15.516m. Directly targeting the defined scheme objective of the creation of jobs and improving accessibility to key employment sites, the scheme can potentially also generate an additional 105 jobs and £13.4m per annum of GVA benefits for the Leeds City Region (as calculated by WYCA UDM for forecast year 2036) not incorporated in the BCR.
- 10.12 The BCR of the A646 corridor improvement scheme is 4.108 which indicates that the scheme offers Very High Value for Money based on the DfT guidance criteria. The present value of benefits is £11.495m. Directly targeting the defined scheme objective of the creation of jobs and improving accessibility to key employment sites, the scheme can potentially also generate an additional 77 jobs and £6.3m per annum of GVA benefits for the Leeds City Region (as calculated by WYCA UDM for forecast year 2036) not incorporated in the BCR.
- 10.13 Delivery of the A58 & A646 corridor improvement schemes should be considered as a means of facilitating (and ultimately augmenting) economic benefits attributable to both Calderdale and the wider Leeds City Region. When considered together, the A58 & A646 corridor improvement schemes deliver a greater cumulative economic impact, due to the greater multi-modal journey time savings and more extensive quality improvements that result.

11 HUMAN RIGHTS ACT

- 11.1 The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights (“the Convention”). The Convention includes provision in the form of Articles, the aim of which is to protect the rights of the individual.
- 11.2 Section 6 of the Human Rights Act prohibits public authorities from acting in a way which is incompatible with the Convention. Various Convention rights may be engaged in the process of making and considering a compulsory purchase order, notably Article 1 protects the right of everyone to the peaceful enjoyment of possessions. No-one can be deprived of possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. Article 8 provides a right to respect to one’s private and family life and home.
- 11.3 The European Court of Human Rights has recognised in the context of Article 1 that regard must be had to the fair balance which has to be struck between the competing interests of the individual and of the community as a whole. Similarly, any interference with Article 8 rights must be necessary for the reasons set out. Both public and private interests are to be taken

into account in the exercise of the Council's powers and duties as a local highway authority. Any interference with Convention Rights must be necessary and proportionate.

- 11.4 In considering this Order, the Council has carefully considered the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights is considered to be justified in order to secure the economic, social, physical and environmental regeneration that the redevelopment will bring. Appropriate compensation will be available to those entitled to claim it under the relevant provisions of the relevant statutory provisions.
- 11.5 The Council considers that there is a compelling case in the public interest for contemplation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private interests. In addition, having regard to the provisions of the 1980 Act and the MHCLG Guidance and DfT Guidance, the Council considers that the Order land is both suitable for and necessary for the improvement of the A58 & A646 corridors in order to deliver the public benefits described above. Furthermore, the Council considers that interference with individual rights is necessary and proportionate in the context of the delivery of the scheme.
- 11.6 Consultation has and will continue to be undertaken during the acquisition process, with the opportunity being given for interested parties to make representations regarding the proposal. If qualifying objections to the Order are received, further representations can be made if the Secretary of State decides to hold a public inquiry in connection with the Order. Those directly affected by the Order who have legally compensable interests will be entitled to statutory compensation.
- 11.7 In assessing human rights considerations, the Council has had particular regard to the fact that the proposed acquisition will affect land currently owned and occupied by the owners, lessees, occupiers and other legal interests in the Order land.

12 SPECIAL CONSIDERATIONS

- 12.1 There are no ancient monuments or listed buildings within or adjacent to the Order land.
- 12.2 There are no issues concerning special category land (including registered commons, town or village greens, allotments or National Trust land), ecclesiastical property or consecrated land arising from the Order.
- 12.3 The Order land includes Crown Land. The Council has obtained agreement with the Solicitor for the Affairs of the Duchy of Lancaster, via its solicitors, for its land to be included in the CPO as detailed in paragraph 10.5.

13 VIEWS OF GOVERNMENT DEPARTMENTS

- 13.1 The Environment Agency offers no objection to this proposal and is working in partnership with the Council and the West Yorkshire Combined Authority on complementary West Yorkshire Plus Transport Fund projects in close proximity.

14 VIEWS OF STATUTORY BODIES

- 14.1 A number of utility companies have highlighted the location of plant and apparatus in the affected areas and indicated that localised diversion or protection works will be necessary. The Council will progress asset protection agreements with the utility companies where appropriate.
- 14.2 The Canal and Rivers Trust and Network Rail have no objection in principle to this proposal. Natural England has raised no objections to this proposal.

15 OTHER IMPEDIMENTS

- 15.1 The Council is not aware of any financial, planning, physical, legal or any other impediments to the implementation of the scheme.

16 ENQUIRIES

- 16.1 Those parties affected by the Order who wish to discuss matters with a representative of the Council should contact:

Peter Stubbs, Transport Policy and Strategy Manager, Borough Council of Calderdale,
Mulcture House, Mulcture Hall Road, Halifax, HX1 1SP
Email: Peter.Stubbs@calderdale.gov.uk

17 LISTS OF DOCUMENTS REFERRED TO

- 17.1 Should it be necessary to hold a public inquiry into the Order, the Council may refer to or put in evidence the following documents (not exclusive), in addition to the Order itself and the Order Map.

Order:

- (1) The Borough Council of Calderdale (A58 & A646 Corridor Improvement Programme) (West Yorkshire Plus Transport Fund, Phase 1) Compulsory Purchase Order 2021
- (2) Map referred to in The Borough Council of Calderdale (A58 & A646 Corridor Improvement Programme) (West Yorkshire Plus Transport Fund, Phase 1) Compulsory Purchase Order 2021

Legislation

- (3) Highways Act 1980, sections 239, 240, 246 and 260
- (4) Acquisition of Land Act 1981
- (5) Human Rights Act 1998
- (6) The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) – Schedule 2, Class A(b) of Part 9 (Development by Highways Authorities) and Class A(a) of Part 12 (Development by Local Authorities)

National and Local Planning Policies including:-

- (7) National Planning Policy Framework (NPPF)
- (8) Planning Practice Guidance (PPG)
- (9) The Council's Local Plan
- (10) Secretary of State's Direction under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 dated 7 September 2007

Highway documents including:-

- (11) WY+TF A58 Scheme Summary Report informing the Full Business Case Request for Decision paper submitted to the Combined Authority's Managing Director for Approval
- (12) WY+TF A646 Scheme Summary Report informing the Full Business Case Request for Decision paper submitted to the Combined Authority's Managing Director for Approval
- (13) List of design standards used
- (14) General Arrangement drawings relevant to the CPO

Relevant National Circulars including:-

- (15) The Ministry of Housing Communities and Local Government's Guidance on Compulsory purchase process and The Critchel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion (July 2019)
- (16) The Department for Transport's Note on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State is the Confirming Authority, Circular No. 2/97

Other relevant documents

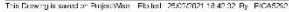
- (17) Report to Cabinet for meeting dated 27th April 2020
- (18) Minutes of Cabinet meeting dated 27th April 2020 authorising use of compulsory purchase powers

Planning Permissions

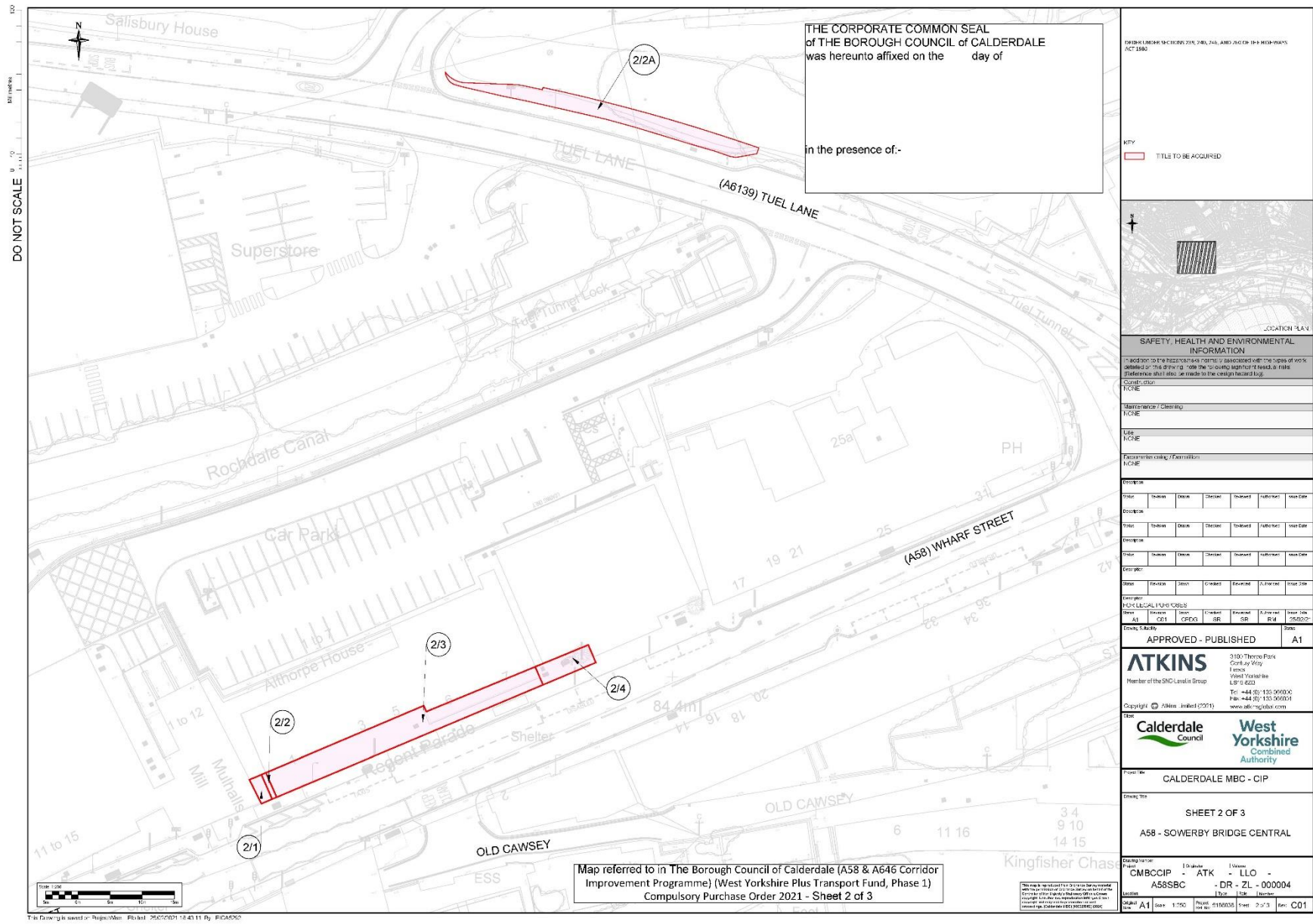
- (19) 25 September 2020 reference 20/00854/192
- (20) 25 September 2020 reference 20/00855/192
- (21) 25 September 2020 reference 20/00857/192
- (22) 02 November 2020 reference 20/00928/192
- (23) 06 November 2020 reference 20/00908/LAA
- (24) 02 December 2020 reference 20/01104/LAA
- (25) 08 January 2021 reference 20/01116/LAA
- (26) 11 December 2020 reference 20/01145/LAA
- (27) 18 March 2021 reference 21/00085/192

APPENDIX A – CPO Maps

C:6601510v4



CPO Map No. 2



C:6601510v4

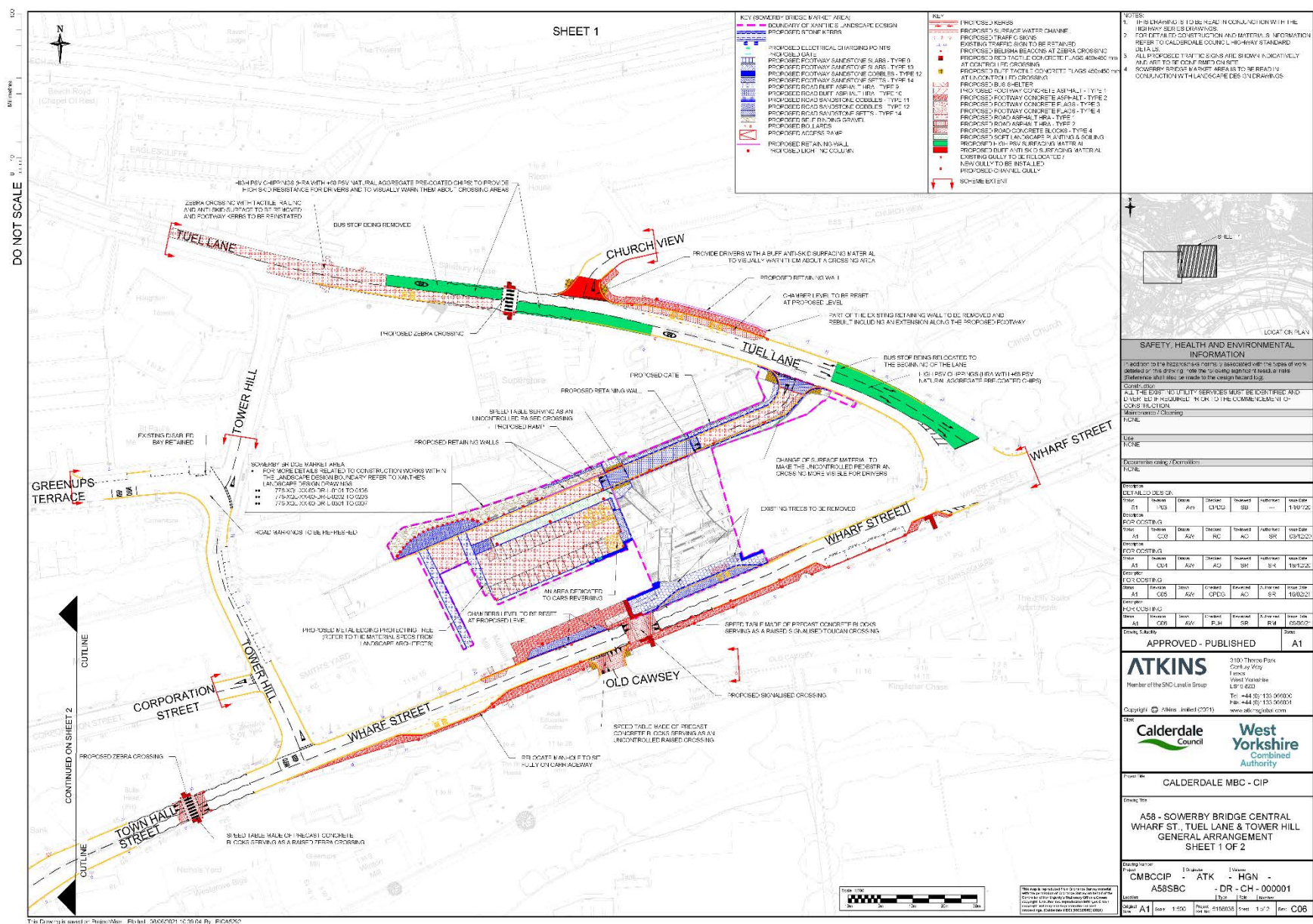


Appendix B – General Arrangement Drawings for works relating to the Order Land

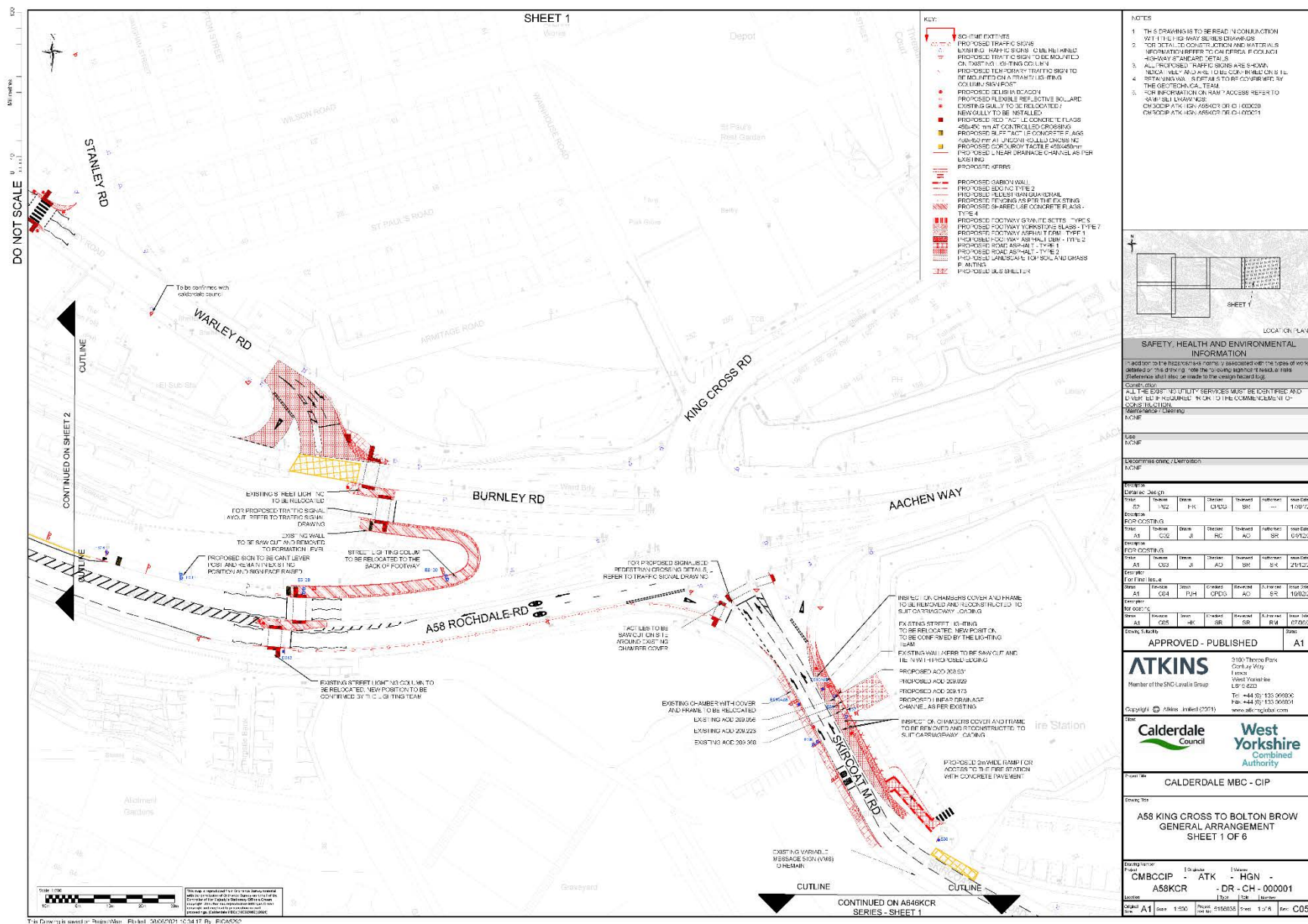
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General Arrangement Drawing Relating to CPO Map No. 2



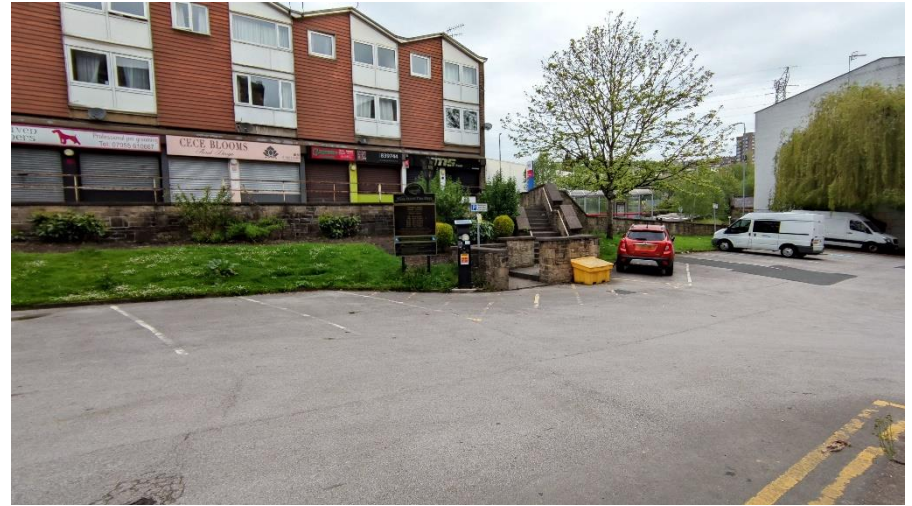
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APPENDIX C – PHOTOGRAPHS OF LAND AQUISITIONS

Photographs Relating to CPO Map No. 1





Photographs Relating to CPO Map No. 2





Photographs Relating to CPO Map No. 3

