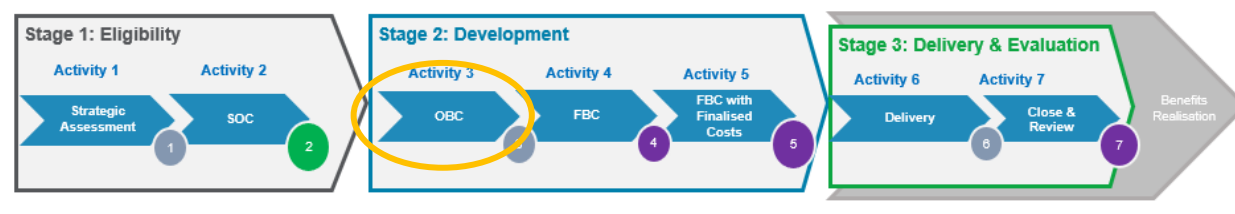


Section A: Scheme Summary

Name of scheme:	Steeton and Silsden Crossing
PMA scheme code:	DFT-ACT-001
Lead organisation:	City of Bradford Metropolitan District Council (CBMDC)
Senior responsible officer:	Richard Gelder, CBMDC
Lead promoter contact:	Aaron Okorie, CBMDC
Case officer:	David Powell, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Not applicable
Growth Fund Priority Area (if applicable):	Not applicable
Approvals to date:	None
Forecasted full approval date (decision point 4):	1 February 2022
Forecasted completion date (decision point 5):	To be confirmed at decision point 4 (Full Business Case)
Total scheme cost (£):	£5.52 million
Combined Authority funding (£):	£0.7 million. The current scheme costs are £5.52 million and at this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified
Total other public sector investment (£):	Not known at this stage
Total other private sector investment (£):	Not known at this stage
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	No

Current Assurance Process Activity:



Scheme Description:

Steeton and Silsden are located 1.5 kilometres apart in the Aire Valley, in the north-east of Bradford Metropolitan District Council’s geography.

Cycling and walking between the two towns is made difficult by many natural and man-made barriers, the main one being the A629 dual carriageway, which separates Steeton and Silsden.

The proposed scheme will provide a safe walking and cycling route between Steeton and Silsden, segregated from the highway, which will promote cycling and walking as a viable alternative to the car.

The proposed scheme will address OBC safety concerns for people travelling on foot or by bike at the junction of the A629, Keighley Road and Station Road and will deliver a pedestrian and cycle bridge, over the western arm of the A629 roundabout. So that the bridge can be easily accessed, a three-metre wide, shared use footpath will link the bridge to Silsden and the Leeds and Liverpool Canal towpath. Another footpath will link the bridge to Steeton and Silsden Rail Station.

Business Case Summary:

Strategic Case

Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers.

The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70 miles per hour speed limit and is near the Airedale Railway Line, the River Aire and the Leeds and Liverpool Canal. These stop people having easy access to local services, as all journeys on foot and by bike, are currently funnelled through a single, unsafe crossing point at the A629 roundabout.

Steeton and Silsden are close to each other which should mean that cycling and walking between the two is popular. However, analysis shows low levels of people travelling on foot or by bike because there are no routes for people travelling on foot or by bike and safety concerns which include the unsafe crossing point at the A629 roundabout.

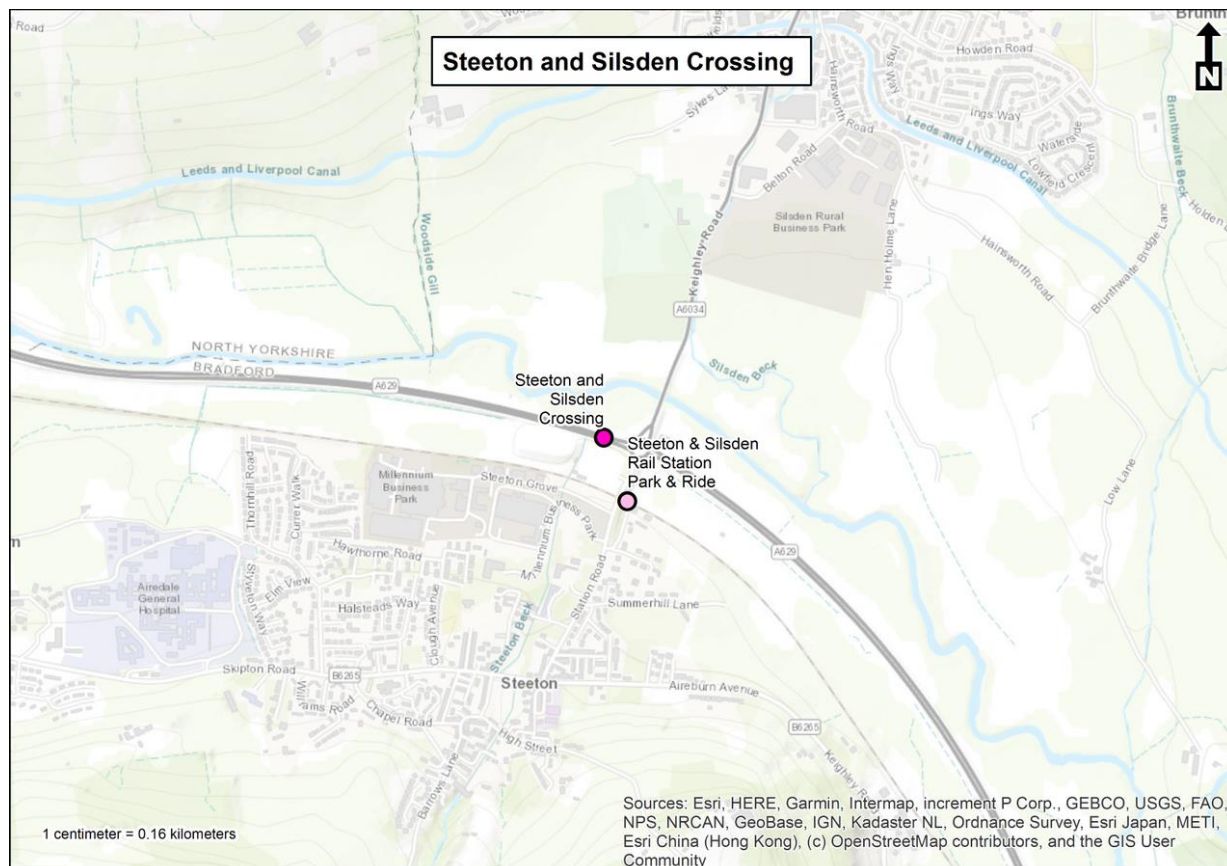
Significant growth is planned to the south of Silsden and a shift from private vehicles to cycling and walking will be important in limiting increases in air and noise pollution and improving the health of local residents. New walking and cycling routes can support local housing growth close to a well-served rail station.

The West Yorkshire Transport Strategy 2040 sets an ambitious target to significantly increase cycling and walking in West Yorkshire, striving for

	<p>300% more cycle trips by 2027 and this scheme will contribute to that target. Increasing cycling and walking is also key to the region's Carbon Emission Reduction Pathway and achieving a net zero carbon economy by 2038.</p> <p>The Combined Authority's CityConnect programme has already delivered improvements to the Leeds Liverpool Canal towpath, providing a high-quality off-road walking and cycling route connecting Silsden to Leeds and Bradford. Steeton and Silsden Rail Station is the eighth busiest in the Bradford District and benefits from excellent rail connectivity. Northern Rail has committed to working with local and highway authorities to link their stations with cycling routes in the region's towns and cities. A new crossing, supported by an enhanced walking and cycling network, will provide an essential link within a wider comprehensive sustainable transport network.</p>
Commercial Case	<p>A travel behaviour survey found out that travelling by car, is the most common way to travel to/from Steeton and Silsden Rail Station. Almost half of respondents would consider cycling or walking as part of their journey to the station if road safety was improved and around three-quarters would consider cycling and walking if there was a dedicated crossing on the A629. The results demonstrate there is potential for an increase in cycling and walking if junction safety improves.</p>
Economic Case	<p>For the A629 crossing, a long list of options designed to address the issues outlined in the Strategic Case was developed through expert input at workshops and using the following framework.</p> <p>This resulted in a long list of 23 different options. Using a methodology derived from Department for Transport (DfT) guidance the long list of options was evaluated against their ability to meet the criteria as set out in the scheme objectives and Strategic Case. It also considered other important criteria such as public acceptance, deliverability and likely relative cost.</p> <p>Following the appraisal of the options, a single arm bridge was identified as the preferred option.</p>
Financial Case	<p>At the time of producing the Outline Business Case, funding to deliver the scheme has not been identified, so significant updates will be required to the Financial Case at Full Business Case stage. However, a full breakdown of the capital costs for the preferred option has been provided. At this stage it is assumed that the budget will be spent over a four-year period from 2021/22 to 2024/25.</p>
Management Case	<p>A robust risk management strategy has been prepared with a fully developed project and hazard risk register. A Communications Strategy and Communications Plan have been prepared to facilitate engagement with stakeholders and ensure stakeholder support for the scheme and improve scheme design and implementation through consultation.</p>

Location Map:

The following map shows the location of the Steeton and Silsden Crossing scheme



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>