

THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL (HARROGATE ROAD/NEW LINE JUNCTION IMPROVEMENTS) (SIDE ROADS) ORDER 2017

THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL (HARROGATE ROAD/NEW LINE JUNCTION IMPROVEMENT SCHEME) COMPULSORY PURCHASE 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/149)

in the matter of

A highway improvement scheme involving highway alterations to improve and widen the A658 Harrogate Road from a point 70 metres north east of its junction with Carr Bottom Road, south westwards to a point 25 metres south west of its junction with Stanley Street and the A657 New Line from a point 45 metres north west of its junction with Haigh Hall Road, south eastwards to its junction with Elder Street, Bradford and a new 60 metres long one-way link road between Harrogate Road and New Line, Bradford in the County of West Yorkshire

Proof of Evidence

of

Sally Jones

**Pollution Control Officer, Bsc hons,
Public Health Practitioner UKPHR reg no.PR0380**

(Document Reference: P06/SJ/Air Quality)

**Presented as evidence in chief on behalf of
The City of Bradford Metropolitan District Council**

to

Local Public Inquiry – 6th November 2018

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1. Personal Details

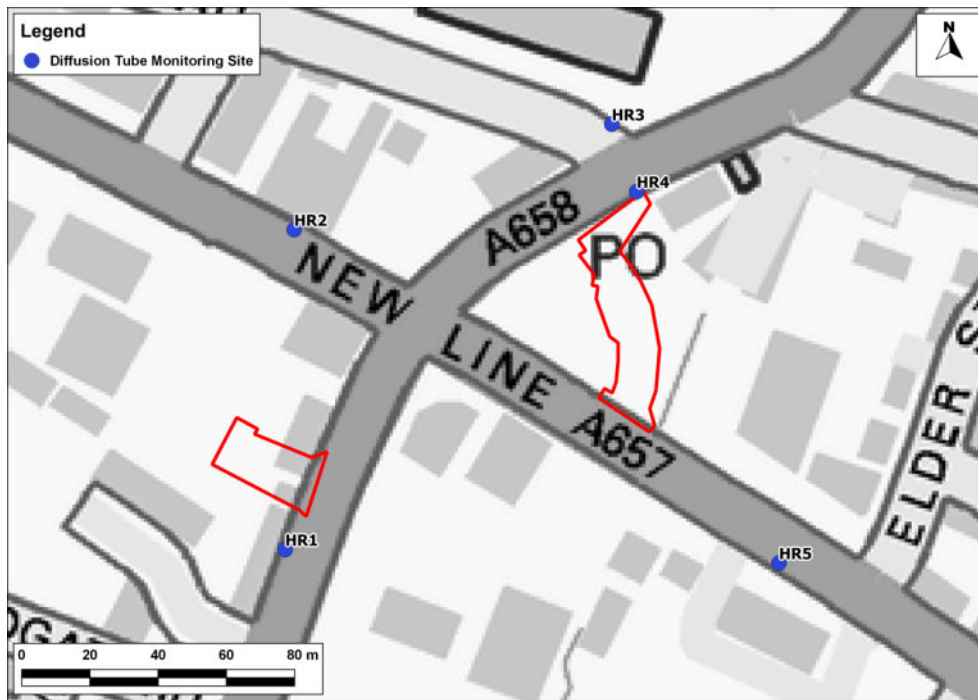
My name is Sally Jones and I hold the position of Pollution Control Officer at Bradford MDC. I have a BSc honours in Environmental Chemistry and over 18 years of experience in my field of expertise, I am a registered Public Health Practitioner (UKPHR reg no.PR0380).

2. Scope of Evidence

My evidence focuses on monitoring carried out by the Council, supported by modelling (carried out by an independent consultant) to assess pollutant concentrations for current and future scenarios with and without the scheme.

3. Main Evidence

- 3.1 This is a location that had not been previously identified by the Bradford Public Health Department through screening and assessment (using Local Air Quality Management, Technical Guidance LAQM.TG(09) (see Core Document 21.1.25)) as requiring further assessment for air quality. For this reason the Council has undertaken a monitoring study for a year, using nitrogen dioxide tubes placed at 5 relevant locations within the study area. As follows;



- 3.2 This data has then been used to support an independent air quality assessment of the road scheme carried out by Air Quality Consultants, Bristol (see Core Document 21.1.34). Whilst the concentrations measured in the study area around the junction were relatively high in comparison to the back ground (which is approximately $15\mu\text{g}/\text{m}^3$ in Bradford) they did not show potential to exceed the air quality objective of an annual mean of $40\mu\text{g}/\text{m}^3$ for NO_2 , at relevant locations. The objectives are included in the Air Quality Regulations 2000 and in the Air Quality (Amendment) Regulations 2002 (England and Wales) for the purpose of Local Air Quality Management. The results of the monitoring were included in the Annual Status Report of Air Quality in City of Bradford Metropolitan District Council Report, 2017 (see Core Document 21.1.58).
- 3.3 The air quality assessment of the scheme acknowledges that the junction improvements may lead to a change in traffic flows at the junction, changes in vehicle speed and realignment of roads closer to existing residential properties. The main air pollutants of concern related to traffic emissions are nitrogen dioxide (NO_2) and fine particulate matter (PM_{10} and $\text{PM}_{2.5}$).
- 3.4 There is also the potential for the construction activities to impact upon the surrounding area. The main pollutants of concern related to construction activities are dust and PM_{10} .
- 3.5 The report describes existing local air quality conditions (2015), and the predicted air quality in the future assuming that the proposed development does, or does not proceed. The

assessment of traffic-related impacts focuses on 2019, which is the anticipated year of opening. The assessment of construction dust impacts focuses on the anticipated duration of the works.

- 3.6 The report has been prepared taking into account all relevant local and national guidance and regulations, and follows a methodology agreed with City of Bradford MDC.

4. Conclusions

- 4.1 The proposed highway alterations at Harrogate Road/ New Line junction have been studied by myself as part of Bradford's Public Health Department assessment of the scheme, supported by the independent detailed air quality assessment, and I make the following conclusions in relation to air quality –

- i) The air quality assessment for the development indicates that the junction changes will make air quality both slightly better and slightly worse at relevant locations in the immediate locality.
- ii) Any negative impacts are considered to be due to the realignment of the road which brings traffic physically closer to some of the receptors.
- iii) Concentrations in the study area will be below the EU objective for relevant pollutants even with the works in place and in operation.
- iv) A conclusion of an overall improvement for air quality due to this proposal, in that the improvements in the immediate locality are more beneficial than any adverse impacts.
- v) Although there is not specific data to support it, it is also reasonable to assume wider air quality benefits, as the increased traffic flow through the junction will ease congestion elsewhere on the network, increasing speeds and reducing congestion and emissions in other parts of the district.
- vi) The Scheme will smooth traffic flows, reducing congestion, stop start driving and vehicle idling, this should improve air quality.
- vii) Green infrastructure will be added as part of the Scheme and planting will be carried out with consideration given to pollutant dispersal and capture by vegetation and trees (with reference to the discussion paper provided by the Woodland Trust¹) Whilst it is unlikely that this element of the Scheme will significantly reduce pollution concentrations, it is considered that there are other benefits associated with health and wellbeing to be gained from the addition of green infrastructure to schemes.
- viii) The construction works will give rise to a medium risk of dust impacts. It will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. The air quality assessment details these measures on pages 60-62 (see Core Document 21.1.34), the measures include no idling of engines and the use of water suppression

¹ <https://www.woodlandtrust.org.uk/mediafile/100263106/urban-air-quality-report-.pdf?cb=344eb7e5971b46fe94b93e837e44bf81>

during the works, With the mitigation measures in place, the overall impacts during construction will not be significant.

- ix) The resultant overall reduction in exposure to pollutants as a result of the development is in line with the aims of the Bradford Low Emission Strategy (2013) (see Core Document 21.1.44) to reduce transport emission improving air quality and health.

4.2 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 A658 Harrogate Road from a point 70 metres north east of its junction with Carr Bottom Road, south westwards to a point 25 metres south west of its junction with Stanley Street and the A657 New Line from a point 45 metres north west of its junction with Haigh Hall Road, south eastwards to its junction with Elder Street, Bradford and a new 60 metres long one-way link road between Harrogate Road and New Line, Bradford in the County of West Yorkshire.

5. Expert Declaration

- 5.1 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.
- 5.2 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.
- 5.3 I am not instructed under any conditional fee arrangement and have no conflict of interest.
- 5.4 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.
- 5.5 I confirm my findings comply with the code of conduct as a registrant of the UKPHR (UK Public Health Register) and the principles of Good Public Health Practice.

| Dated 11th October 2018