

# **Report of the Strategic Director, Regeneration and Culture to the meeting of Bradford West Area Committee to be held on 10 December 2014**

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## **Subject:**

**2014/15 Devolved Budget - Safer Roads Schemes - progress and budget update**

## **Summary statement:**

**This report seeks to update members on progress with the 2014/15 Safer Roads schemes programmes.**

Ward: All Bradford West

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## **Portfolio:**

**Housing, Planning & Transport**

**Overview & Scrutiny Area:**

**Environment and Waste Management**

## 1.0. SUMMARY

- 1.1. This report seeks to update members on progress with the 2014/15 Safer Roads schemes programmes.

## 2.0. BACKGROUND

- 2.1. The West Yorkshire Integrated Transport Authority (ITA) has produced the 15-year West Yorkshire Transport Strategy (*My Journey West Yorkshire – Local Transport Plan Strategy 2011-2026*) and detailed 3-year *Implementation Plans* which set out the transport policy and programmes in West Yorkshire. Within the framework of West Yorkshire, this document sets out the transport strategy and aspirations of the Bradford district over the same period.

- 2.2. The 3 main objectives of this Local Transport Plan (LTP) are: -

- **Economy** To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
- **Low Carbon** To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
- **Quality of Life** To enhance the quality of life of people living in, working in and visiting West Yorkshire

There are a number of targets identified; specific to Safer Roads is a target to reduce the number of people Killed or Seriously Injured (KSI) in road collisions by 50% by 2026. Traffic Management measures aimed at reducing casualties to achieve this target also have a positive impact on the objectives of the LTP by enhancing quality of life and encouraging sustainable transport modes.

- 2.3 In the current interim Implementation Plan, the Bradford West Area Committee has an annual budget of £203,000 available, of which £142,100 is for Casualty Reduction Schemes and £60,900 is for other community priority schemes such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions).
- 2.4 However, due to an overspend of £20,000 in financial year 2013/14, the annual budget for the current year has been reduced to £183,000.
- 2.5 This Area Committee selected and approved a programme of Safer Roads Schemes for 2014/15 at the meeting on 23 April 2014.
- 2.6 Details of progress on the 2014/15 schemes programme and a summary of the overall financial position are provided in Appendix 1.
- 2.7 One of the original schemes in the programme Allerton Road / Bullroyd Lane double mini roundabout was to be match funded by a Developer as part of a new car park to be constructed on land off Squire Lane for the Bradford Royal Infirmary. The total funding for the mini roundabout scheme is £35,000. The allocation from the safer Roads Schemes programme is £17,500, with a further £17,500 contribution from

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the Developer. It is unlikely that work on the car park will start this financial and the Developer has yet to provide their contribution. There is also a contingency funding of £18,900 that had not been allocated by this Area Committee when it determined its programme of Safer Roads Schemes in April this year. The scheme to provide a pedestrian refuge and improve the give way lining at the junction of Summerville Road and Woodhead Road has been completed and there is an under spend of £4,300. It is also anticipated that two other schemes, Manningham Lane (Grosvenor Road to Bowland Street) traffic management measures and Stoney Ridge Road traffic calming will have an under spend. As such, the current total residual budget available is at least £23,200, and this is highlighted in Appendix 1.

- 2.8 It is recommended that this residual budget is allocated to an alternative project to maximise the level of funding utilised in the current financial year. A reserve list of casualty reduction schemes approved by this Area Committee is attached as Appendix 2.

### **3.0. OTHER CONSIDERATIONS**

- 3.1. Local ward members are consulted on draft proposals within their respective wards prior to public consultation exercises being undertaken.

### **4.0. FINANCIAL & RESOURCE APPRAISAL**

- 4.1. The 2014/15 Safer Roads Schemes programme can be completed within the allocated budgets.

- 4.2 At the meeting of the Executive Committee on 16 April 2013 a revised methodology for the apportionment of Local Integrated Transport funding between the Area Committees (based on the latest census population figures) was approved. This resulted in the share for Bradford West increasing to 22%. There was also an increase in the overall budget for 2014/15 following revisions to the Integrated Transport block. The combined effect of these changes has been to increase the Bradford West allocation for 2014/15 to £203,000. This is reflected in Appendix 1.

### **5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. A failure to follow an evidence-based approach and prioritise schemes on the basis of casualty reduction potential would be contrary to the ITA funding parameters. This may result in non-payment of funds (Funding is paid retrospectively from the ITA to the council on a quarterly basis).

### **6.0. LEGAL APPRAISAL**

- 6.1. There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority and Traffic Regulation Authority.

### **7.0. OTHER IMPLICATIONS**

#### **7.1. EQUALITY & DIVERSITY**

The prioritisation process has been undertaken, and approved schemes will be developed, with due regard to Section 149 of the Equality Act 2010.

**7.2. SUSTAINABILITY IMPLICATIONS**

Improvements to road safety conditions encourage a shift to sustainable transport modes.

**7.3. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

**7.4. COMMUNITY SAFETY IMPLICATIONS**

Effective prioritisation of resources to maximise casualty reduction will be beneficial to community safety.

**7.5. HUMAN RIGHTS ACT**

None.

**7.6. TRADE UNION**

None.

**7.7. WARD IMPLICATIONS**

Elected members were invited to participate in the scheme nomination process for 2014/15 programme.

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

Safer Roads schemes support the Safer Communities priorities within the Bradford West Area Committee Action Plan.

**8.0. NOT FOR PUBLICATION DOCUMENTS**

8.1. None.

**9.0. OPTIONS**

9.1. That members choose a scheme from the reserve list shown in Appendix 2 and that scheme is then taken forward for implementation.

9.2. That members choose an alternative scheme or schemes to complete the 2014/15 programme.

9.3. That no scheme is chosen, and any spare funding is carried over into the 2015/16 financial year.

**10.0. RECOMMENDATIONS**

10.1. That the Bradford West Area Committee notes the progress on the 2014/15 Safer Roads Schemes programme as detailed in Appendix 1.

10.2. That either the Easby Road and Morley Street or the Lumb Lane (Green Lane to Carlisle Road) traffic calming schemes, at the top of the reserve list in Appendix 2, are chosen for implementation by the Area Committee on the basis of the casualty figures 2009-2013.

**11.0. APPENDICES**

- 11.1 Appendix 1 – Bradford West Safer Roads Schemes – 2014/15 programme.
- 11.2 Appendix 2 – Bradford West Safer Roads Schemes – 2014/15 programme – Reserve List.

## **12.0. BACKGROUND DOCUMENTS**

- 12.1 Report to the Bradford West Area Committee on 21 November 2012 - *'The transfer of responsibility and budgets to the Bradford West Area Committee for decision making'*
- 12.2 Report to Executive on 16 April 2013 – *'Methodology for allocation of devolved service resources to the five Area Committees'*
- 12.3 ITA Board and Committee minutes on the methodology for the Safer Roads Strand of the Local Transport Plan.

## Bradford West Safer Roads Schemes – 2014/15 programme.

Sites	Ward	Scheme	Casualties 09-13		Budget (£)	Progress	Budget remaining spend (£)
			KSI	Slight			
Manningham Lane (Grosvenor Road to Bowland Street)	19	Traffic Management Measures	5	33	30,000*	Design in progress	28,500
Allerton Road / Bullroyd Lane junction	8/24	Double mini roundabout	2	5	17,500 (match funded by development)	Pending (awaiting developer contribution £17,500)	17,500
Summerville Road / Woodhead Road Junction	7	Pedestrian refuge Give way lining improvements	2	3	10,000	complete	(under spend) 4,300
Stoney Ridge Road	12	Traffic calming	1	15	35,000*	Consultation ongoing	30,700
Daisy Hill/ Crow Tree Lane / Pearson Lane junction	24	Close Crow Tree Lane + turning area. Mini roundabout		22	50,000	Design in progress	46,600
Various Bfd West		Mobility / Access Improvements			2,000	Not started	2,000
Various Bfd West		Disabled Persons Parking Places			3000	ongoing	2,475
Various Bfd West		Area Wide TRO			18,000	ongoing	14,200
Contingency funding					18,900	To be allocated	18,900

Total committed	165,500
Total available budget	183,000
Residual budget	22,500

\*It is anticipated that these schemes will have an under spend.

## Bradford West Safer Roads Schemes – 2014/15 programme – Reserve List.

Site	Ward	Proposed Scheme	Casualties 09-13		Budget Estimate (£)	Comments
			KSIs	Slight		
Easby Road and Morley Street	7	Traffic calming	4	5	50,000	
Lumb Lane (Green Lane to Carlisle Road)	19	Traffic calming	3	10	40,000	
Westgate (near Morrisons) (City centre)	7	Extend Central reserve to prohibit u-turning and all right turn manoeuvres at Providence Street / Westgate junction. Puffin Crossing near bus stops west of Providence Street.	2	7	70,000	Not recommended: - Proposals for the Bradford Markets strategy may necessitate changes to the existing highway network in this area.
Pasture Lane	8	Traffic calming	1	7	60,000	
Thorn Lane, Heaton (Haworth Road end)	12	Traffic calming	1	1	30,000	
Darley Street Godwin Street (City centre)	7	Review TRO parking provision. Raised plateaus both ends Darley Street and James Street / Godwin Street junction. Pelican crossing Godwin Street.		12	100,000	Not recommended: - Proposals for the Bradford Markets strategy may necessitate changes to the existing highway network in this area.
Ingleby Road / Duncombe Road Junction	7	Advanced stop line		11	1,000	
Highgate, Heaton	12	Puffin Crossing outside St. Bedes School		10	50,000	
Hamme Strasse Valley Road Junction	7	Construct traffic island in Valley Road		7	20,000	
Green Lane, Manningham	19	Zebra crossing		3	30,000	
Rhodesway / Allerton Road junction	8	Widening / mini roundabout		3	35,000	Moratorium until 2017 on Rhodesway