

Agenda for a meeting of the Environment and Waste Management Overview & Scrutiny Committee to be held on Tuesday, 29 November 2016 at 5.30 pm in Committee Room 3 - City Hall, Bradford

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Gibbons Riaz	A Ahmed Berry Thornton Watson	Stubbs	Love Warnes (Chair)

Alternates:

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Ellis Rickard	Duffy Iqbal H Khan Nazir	R Sunderland	H Hussain

NON VOTING CO-OPTED MEMBERS

Nicola Hoggart
Julia Pearson

Environment Agency
Bradford Environmental Forum

Notes:

- There will be a briefing for Members at 1700 in Committee 2 on the day of the meeting.
- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

From:

Parveen Akhtar, City Solicitor
Agenda Contact: Jane Lythgow/Tracey Sugden
Phone: 01274 432270/434287
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tracey.sugden@bradford.gov.uk

To:



A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. INSPECTION OF REPORTS AND BACKGROUND PAPERS

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.



Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Jane Lythgow/Tracey Sugden – 01274 432270/434287)

4. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

None.

B. OVERVIEW AND SCRUTINY ACTIVITIES

5. BRADFORD DISTRICT CYCLING STRATEGY

1 - 38

Members are advised that Bradford's first Cycle Strategy was produced in 2012 and endorsed by this Committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.

In the light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy.

The Committee is asked to consider **Document "M"** which presents the improved format of the Cycle Strategy and associated Action Plan. Also presented with the report is the proposed cycling reporting structure for future reporting to the Committee.

Recommended –

- (1) That the Environment and Waste Management Overview and Scrutiny Committee consider and comment on the Bradford District Cycling Strategy and Action Plan.**
- (2) That a further report be presented to this Committee in 12 months on progress against the delivery of the strategy as well as projects within the Action Plan.**

(Tom Jones – 01274 434983)



6. TRANSPORTATION AND HIGHWAYS - PERFORMANCE REPORT 2015/16 39 - 56

The Strategic Director (Regeneration) will present a report (**Document “N”**) which provides information about the Council’s performance against the Transport and Highways indicators and targets set out in the 2015/16 Corporate Indicator Set and supporting Transport and Highways performance management indicators.

Recommended –

That this Committee note the current position in regard to the Council’s Corporate and Supporting Indicators and Targets related to Transportation and Highways issues.

(Richard Gelder – 01274 437603)

7. DELIVERY OF THE WEST YORKSHIRE LOCAL TRANSPORT PLAN 3 (2011-16) IMPLEMENTATION PLAN 57 - 76

Document “O” outlines progress made in delivering the third West Yorkshire Local Transport Plan (LTP) during its fifth year of operation, with specific focus on the Bradford elements of the Plan and arrangements for the development and initial delivery of the Single Local Transport Plan.

Recommended –

(1) That progress on the West Yorkshire Local Transport Plan 3 be noted and feedback to officers be provided by the Committee.

(2) That a further report on the progress of the final year of the West Yorkshire Local Transport Plan 3, Implementation Plan 2 be submitted to this Committee in Autumn/Winter 2017.

(Richard Gelder – 01274 437603)

8. WEST YORKSHIRE COMBINED AUTHORITY 77 - 90

The Strategic Director (Regeneration) will present a report (**Document “P”**) which updates the Committee on West Yorkshire Combined Authority activities in relation to developing and delivering the projects of the West Yorkshire Plus Transport Fund (WY+TF), with specific focus on the Bradford elements of the programme and examines the implications of a recent review of project delivery across West Yorkshire by the Combined Authority.

Recommended –



(1) That progress on the West Yorkshire Plus Transport Fund be noted and feedback to officers be provided by the Committee.

(2) That a further report on the progress of the West Yorkshire Plus Transport Fund be presented to this Committee in Autumn 2017.

(Richard Gelder – 01274 437603)

9. ENVIRONMENT AND WASTE MANAGEMENT OVERVIEW AND SCRUTINY WORK PROGRAMME 2016/17

91 - 104

Document “Q” presents the Committee’s work programme 2016-17.

Recommended –

That Members consider and comment on the areas of work included in the 2016-17 work programme for the Committee.

That Members consider any detailed scrutiny reviews that they may wish to conduct.

That the work programme 2016-17 continues to be reviewed regularly during the year.

(Mustansir Butt – 01274 432574)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER



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Report of the Director for Regeneration to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on Tuesday 29 November 2016

M

Subject:

Bradford District Cycle Strategy

Summary statement:

Bradford's first Cycle Strategy was produced in 2012 and endorsed by this Committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.

In light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy.

This report presents the improved format of the Cycle Strategy and associated Action Plan. Also presented with this report is the proposed reporting structure for future visits to the Committee.

Mike Cowlam
Strategic Director, Regeneration and
Economy

Report Contact: Tom Jones
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Portfolio:

Planning, Transportation and Highways

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 Bradford first Cycle Strategy was produced in 2012 and endorsed by this Committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.
- 1.2 In light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy.
- 1.3 This report presents the improved format of the Cycle Strategy and associated Action Plan. Also presented with this report is the proposed reporting structure for future visits to the Committee.

2. BACKGROUND

- 2.1 Since 2012 Bradford has had a Cycle Strategy which was produced by a partnership of the local cycling community, various cycling charities and the Council. As such this strategy was endorsed by the authority via this committee. The original intention was that this original strategy would be in place from 2012 to 2020.
- 2.2 In the intervening years a variety of changes relating to cycling have come to the region and to the district. This includes the increased presence brought by the visit of the Tour de France in 2014, new strategic guidance at the regional level and much increased investment as brought by the CityConnect programme.
- 2.3 These changes led to all participants in the partnership behind the strategy agreeing that the Cycle Strategy and Action Plan should be revisited to reflect the changed reality of current circumstances.

3. OTHER CONSIDERATIONS

- 3.1 The improved structure of the Cycle Strategy uses three key areas relating to Environment, Encouragement and Engagement as the focus for a variety of objectives. These three areas of focus were directly inspired by the key regional strategic cycling document, the West Yorkshire Cycling Prospectus, which was completed in 2014.
- 3.2 The wording of the Cycle Strategy as presented to committee is anticipated to be final subject to comments from the members. With the wording agreed it is proposed that the strategy will be sent to graphic design to become an attractive and publically available document.
- 3.3 The Action Plan is a 'live' document. The actions therein each relate to one of the ten objectives of the strategy. It has a RAG rating based upon three action types;



future actions (red), current actions (amber) and recently completed but relevant actions (green). The content will be continually reviewed by the partnership behind the strategy at quarterly meetings of Bradford Cycle Forum (known as B-Spoke). In this forum both amends to the full list of actions as well as a 'top 10' priority list will be decided.

- 3.4 It is proposed that the above 'top 10' list should form a key part of the future reporting to the Committee – to present the key issues as understood by the cycling community, raise awareness of these issues within the authority and explore possible solutions to which the authority might be able to contribute.
- 3.5 Partner consultation has made it clear that the strategy should consider a range of Key Performance Indicators (KPIs) to help inform on how delivery is having an impact. It is proposed that KPIs will also form a key part of future reporting to the committee.
- 3.6 The Strategy considers the full range of cycling activity from commuter journeys through to the various ways in which cycling is pursued as a leisure and sporting interest. As such it is linked to a range of strategies which include the West Yorkshire Transport Strategy, the West Yorkshire Low Emissions Strategy and the Bradford District Sport and Physical Activity Strategy.
- 3.7 This Strategy is only endorsed by the authority rather than adopted. This means that the contents are not binding for the authority but also that the partnership behind it have relative freedom to set out their ambitions for cycling development.
- 3.8 As a document that is only endorsed rather than adopted the Strategy has only reported to the Environment and Waste O&S. It has never been seen at Executive level.
- 3.9 Some of the actions of the Action Plan may lead to other documents being produced that could be formally adopted by the authority and in turn appended to the strategy (e.g. a Route Network Strategy) subject to appropriate political scrutiny.

4. FINANCIAL & RESOURCE APPRAISAL

As an endorsed document the Cycle Strategy does not place any direct obligation on the authority in terms of finance or resource. It is likely that partner expectation in relation to delivery may increase in association with this document however this will be managed as set out in section 5 below.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The relationship of the Cycle Strategy to Bradford Council will be managed by the Report Contact with once annual reporting to this Committee.

The proposed format of that report to the Committee will be to highlight the 'top 10' actions



as determined by the membership of the B-Spoke cycle forum and to report on KPIs.

The Report Contact will meet with the members of the B-Spoke cycle forum at their quarterly meetings. As such the officer will provide practical and pragmatic steer to ensure that content presented at Committee is that which is most pertinent for Committee and Council attention.

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

Positive impact in encouraging sustainable travel behaviours and healthy lifestyles.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Positive impact in encouraging sustainable travel behaviours and healthy lifestyles.

7.4 COMMUNITY SAFETY IMPLICATIONS

Cycling can and does have a relationship to safety, particularly in highway contexts. A key onus of various elements in the strategy is to improve cycling safety with infrastructure and training opportunity improvements.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

The Bradford District Cycling Strategy will impact across all wards in the District.



8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

- 9.1 That the Environment and Waste Management Overview and Scrutiny Committee comments and makes amendments to the Cycling strategy and Action Plan.
- 9.2 That the Committee agrees the recommendations outlined in this report, with amendments.

10. RECOMMENDATIONS

- 10.1 The Environment and Waste Management Overview and Scrutiny Committee considers and comments on the Bradford District Cycling Strategy and Action Plan.
- 10.2 A further report be presented to this Committee in 12 months on progress against the delivery of the Strategy as well as projects within the Action Plan.

11. APPENDICES

Appendix 1 - Bradford Cycle Strategy.
Appendix 2 - Action Plan.

12. BACKGROUND DOCUMENTS

None.



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Bradford Cycle Strategy – Keeping the Wheels Spinning


2016 – 2026

NOTE – A NUMBER OF HIGHLIGHTED NOTES IN THE BODY OF THIS TEXT WILL BE EDITED FOR THE FINAL HIGH QUALITY PRINT COPY. AS REFERENCES TO VISUAL AIDS AND FIGURES THEIR BEING EDITED WILL NOT CHANGE THE BODY OF THE STRATEGY WRITTEN CONTENT

Setting the Wheels in Motion...

The first ever Strategy for Cycling for Bradford District, 'Setting the Wheels in Motion, 2012-2020', was produced in 2012. The strategy has been pivotal in setting out the approach to cycling development in Bradford District and set out a range of principles that we seek are going to take forward as we keep those wheels spinning:

- Writing the strategy was a combined effort between a range of partners from all the major sectors that have an interest in cycling. This partnership continues to be a key strength for the district and now holds regular meetings in form of the Bradford Cycle Forum known as B-Spoke;
- It covers all aspects of cycling and cycling-related activity in Bradford;
- It has a highly pro-active approach with a number of defined working areas set out in an action plan;
- It set open information sharing on cycling activity as a priority in the District and led to the establishment of a website for all things cycling related in Bradford District.

Much has happened since 2012 for cycling development (see page XX for some of our key achievements). The largest single event was undoubtedly the arrival of the Tour de France in 2014. The district of Bradford contains some of the best places to ride a bicycle in the world! If proof was needed, the worldwide attention on 5th/6th July that year and the front page of the Times on 7th July 2014 showed that!  The region is now well established as a fixture on the international cycling circuit with the World Cycling Championships of 2019 now set to come to the region.

Inspired by the visit of the tour to Yorkshire, new cycling strategies have been developed by partners at the regional tourism agency Welcome to Yorkshire* and in regional government at the West Yorkshire Combined Authority**. We also saw in 2016 the publication of the draft national Walking and Cycling Investment Strategy.

The need to be in line with regional and national strategies, developed since 2012, is one of the reasons that we felt it important to update the Bradford strategy. But it's not just cycling focused strategy that has changed since then. We have also seen the emergence of new economic and transport strategies at the regional level. The priorities of the Strategic Economic Plan (SEP), the West Yorkshire Transport Strategy and the West Yorkshire Low Emissions Strategies carry a responsibility to deliver 'good growth' in combining the need to develop the economy with a need to do so sustainably.

Strong local strategy helps to ensure that national and regional vision is aligned with local aspiration. In close alignment with the Bradford District Public Health, Physical Activity and Sport and Bradford Low Emissions Strategies this updated Cycling Strategy will help to ensure that our successful economic future is also one where the health of our local population and environments are assured.

TO ADD A GRAPHIC HERE DEMONSTRATING THE VARIOUS CONTRIBUTING AGENDAS
* More People Cycling More Often ** Cycle Prospectus – TIDY UP PRESENTATION
HERE

Getting up to Speed

Since we set out in 2012 we have got off to a great start with cycling delivery. Below are some of the key successes we have seen in Bradford District

- Some £6,000,000 in new cycling infrastructure investment for the district thanks in the main to the CityConnect programme **ADD CITYCONNECT GRAPHIC**
- Delivery of the CityConnect Cycle Superhighway between Leeds and Bradford, the longest such route in the UK outside London
- Training for approximately 10,000 school children to improve their cycling skills and a new dedicated Bikeability Officer for this work
- **53,000 CHECK** children engaged with some form of cycle activity promotion via the Sustrans led Active Travel Schools programme
- **25,000** participants in the Bradford Sky Ride mass participation event and **XX** on the Sky Ride local programme
- Trained more than 1,600 adults in cycle skills training (proportionally more than any other West Yorkshire district)
- Ilkley Cycle Club has grown from formation in 2011 to being the largest cycle club in the UK **IMAGE**. Others amongst our 17 clubs also continue to grow
- The emergence of Bradford Cycle Club **IMAGE**
- Location for major events – A stage on the 2017 Tour de Yorkshire and the 2017 National Cycle Cities Conference
- Become the national stronghold of the sport of cyclocross
- **Xx** number of women participating in Breeze Rides across our District
- Development of Yorkshire Bank Bike Libraries and Cycle Hubs

This strategy will build on these efforts from the various communities of the district and help to shape what will happen in years to come.

...Keeping the Wheels Spinning

Our Vision

There is much more work to do to build on the 2012 Strategy and to fully open up cycling opportunities to both residents of the district and to visitors. So, in 2016, we are re-visiting and refreshing the strategy to build on the momentum that has been established since 2012 and to keep those wheels in motion and ensure we maintain Bradford's place as an emerging cycling city and district. Central to our renewed efforts is our bold new vision to...

"Make Bradford District a place where cycling is naturally part of everyone's daily life"

This vision links with and reinforces cycling partner visions both nationally and regionally: British Cycling, Cycling UK, Sustrans, DfT, Sport England, Public Health England and West Yorkshire Combined Authority.

Our Targets

To achieve this vision we have set the below headline targets to be met by 2026:

- **INVESTMENT** - £10 from external sources invested per head, per year to deliver transformational change
- **INNOVATION** – Cutting edge cycle projects delivered every year
- **TOWARDS A SUSTAINABLE ECONOMY** – Contributing to 'good growth' with 5% of commuter trips into the city centre by bike
- **NORMALISED CYCLING** – progressing delivery of a cycle network that is attractive, safe and accessible for all
- **INCREASING CONFIDENCE AND SAFETY** - all primary children will receive cycle training in school and we will increase uptake of cycle training amongst adults year on year

The Bradford Partnership

The 2012 Cycling Strategy was born out of a cross agency, cross community approach. We are committed to continuing this approach. We believe a strong partnership approach to be an essential ingredient to help us deliver our bold ambitions. We want partnership to be a key theme running through this strategy as we believe that it is through communities taking leadership and working with government as well as other agencies that positive change is brought about.

Cycle Bradford

Cycle Bradford is the brand for cycling in our district. It is not a group but instead a unifying label that will, going forward, offer collective brand identity unifying the network of facilities, organisations and advocates working together on cycling activity with the aim of improving access to cycling opportunities. Cycle Bradford is an integral part of wider district strategies, including the Active Bradford Physical Activity and Sport Strategy. This brand has a website which has been developed to primarily function as a signposting facility to allow anyone with an interest in cycling in Bradford District to gain easy access to the information they need in order to take part.

www.cyclebradford.org.uk

B-Spoke (Bradford District Cycle Forum)

Established since 2010 as a non-constituted consultation and discussion forum for cycling in Bradford District, B-Spoke has developed a reputation as an excellent advisory and consultative forum for members from all sectors involved in cycling to interact, define opinion and share ideas. The Forum is based very much on an all welcome, non-membership based approach with individuals, charities, Bradford Council and other bodies all represented on an informal basis, this has allowed the group to become popular as a forum not just for cycle campaigning but also for government and third sector officers to attend. The role of the Independent Chair ensures a balanced approach. B-Spoke has already contributed significantly to cycling issues on a district and region-wide basis, and continues to do so. B-spoke is the owner of the Bradford Cycling Strategy, and will be drawing up agreed Terms of Reference for ongoing advisory operations as part of the cycle strategy delivery.

Bradford Cycling Campaign

Established in 2015, Bradford Cycle Campaign is a source of grassroots energy for those with a passion for cycling and cycling-related activity in Bradford District, identifying key issues, adding weight to national campaigns, organising events and highlighting key issues to work towards high quality cycling delivery in Bradford. Members communicate to discuss the issues and identify priority campaigning concerns which are shared with wider stakeholders and delivered straight to the relevant places via B-Spoke.

Why Cycle? Setting Out the Benefits

Since the 2012 strategy investment in cycling has increased greatly. Despite increased interest in cycling and improved delivery of opportunity there is much more to be done. That is the purpose of this strategy update. It is a fact that the spending remains tight and that direct funding for significant cycling development will continue to be difficult to secure.

It is therefore more important than ever that we set out the many imperative reasons why cycling should be an integral activity in people's lives, all of which carry significant direct and indirect economic benefits:

CONVENIENCE

- Travelling by bike gets you from A to B quickly and in a reliable time.
- Cycling is a physical activity that can be incorporated into daily routines, which reduces the need to plan exercise into your free time
- Cycling is a cheap, easy and fun way to explore and experience the district

SUSTAINABLE GROWTH

- National research shows for every £1 invested in cycling over £4 is put back in to the local economy – the cycling industry is a growth industry and, along with active tourism (see below) represents a considerable economic plus for Bradford, the Leeds City Region and Yorkshire as a whole
- The Tour de France showed that cycling events can bring a huge boost to the economy with an additional £12 million coming to the district thanks to this event
- Cycling benefits employers, since having a healthy workforce reduces sickness leave and increases productivity by between 4 and 15%

SPORT, LEISURE & ACTIVE LIFESTYLES

- Currently British elite athletes are leading the world in cycle sport across the disciplines. Bradford district is home to a number of these elite athletes and the inspiration they provide
- Engagement in competitive cycling is a known way to encourage longer term participation amongst young people
- Leisure participants in cycling have a greater propensity to take up cycling as a day to day mode of transport

HEALTH

- Poor air quality caused by traffic pollution has a significant impact on the health of communities in Bradford
- If obesity trends continue unchecked 60% of the population will be obese by 2050
- The cost of inactivity per year to the NHS in Bradford is £10m (Sport England, 2013). We need to get active. Regular cycling means that you increase the chance of living longer and having fewer illnesses

- Cycling can lead to positive mental health as it connects people to the outside world and reduces the stresses often felt sitting in congested traffic

ENVIRONMENT

- Road transport in Bradford produces over **100,000 tonnes of CO₂ per year** contributing towards climate change
- Cycling has very low environmental impact and helps contribute towards a pleasant urban environment. Conversely motor vehicles are the single largest contributor to poor air quality which contributes towards the cause of death in 6.3% of deaths, a total of 61,000, in the region per year
- Cycling gets citizens out and about in their local neighbourhoods helping to enrich and enliven communities
- The benefits of cycling as a form of physical activity outweigh the risks from a road safety perspective

ACTIVE TOURISM & MAJOR EVENTS

- The Tour de France has fundamentally shifted the perception of our region, and places in our district, as being some of the best places to the cycle in the world
- We have a well established history of delivering mass participation events in our district in our partnership working with British Cycling
- We also continue to work in partnership with Sustrans to develop routes such as the Great Northern Railway Trail and the Airedale Greenway. Leisure routes have a positive effect on the tourist economy

AND WHY IS CYCLING IMPORTANT TO LOCAL AUTHORITIES AND THEIR PARTNERS

- Increased physical activity and in turn improved health for our citizens means individuals are less of a burden upon health services across their lifetimes
- Reductions in congestion have the combined benefits of improving accessibility and air quality and can have a positive affect upon the local economy
- Cycling specific schemes generally produce high Benefit Cost Ratios (critical in transport scheme decision making)

Our Cycle Strategy

The previous pages have set out the vision for cycling in Bradford and the partnership that will drive forward delivery of the vision. The rest of the strategy is about how we will work to deliver our vision to make cycling a normal part of day to day life for every resident and visitor to Bradford District.

Targets

Being open about what our targets are and what we are trying to achieve is essential to drive forward performance, ensuring this strategy will be delivered.

- **INVESTMENT** - £10 from external sources invested per head, per year to deliver transformational change
- **INNOVATION** – Cutting edge cycle projects delivered every year
- **TOWARDS A SUSTAINABLE ECONOMY** – Contributing to ‘good growth’ with 5% of commuter trips into the city centre by bike
- **NORMALISED CYCLING** – progressing delivery of a cycle network that is attractive, safe and accessible for all
- **INCREASING CONFIDENCE AND SAFETY** - all primary children will receive cycle training in school and we will increase uptake of cycle training amongst adults year on year

Aims

Our targets to increase cycling are ambitious and we recognise that there is more to do to achieve them. Through listening to consultation on the strategy and with inspiration from the West Yorkshire Cycle Prospectus we have developed three key aims. These aims are to:

1. Continue to improve the **ENVIRONMENT** for cycling;
2. Provide greater **ENCOURAGEMENT** for people to make cycling a natural choice.
3. Improve **ENGAGEMENT** between partners involved in cycling to make sure that everyone knows what is going on and what their cycling opportunities are.

Delivery on the above targets and aims will produce a **TRANSFORMATION** in the way that cycling is perceived, practised and participated in.

Objectives, Actions and Delivery

In chapter **XXX** below we introduce the **XXX** objectives that will deliver on the three key aims listed above. Further detail on the actions behind each objective can be found at the back of this strategy in the separate Action Plan document. Each Objective has its own small Action Plan Section with a number of Actions listed. The Action Plan is the ‘live’ part of the strategy that the partners will use going forward to list actions, timescales for delivery, monitoring and funding information. As such it can be continually updated and adapted as projects develop.

In the consultation for, and drafting of this strategy update partners provided a range of ideas for future projects that we wanted to capture to help set the direction of our vision even where we might not have a resource in place to deliver them yet. To help differentiate between these future schemes, those that are current and those we have completed the Action Plan is presented with a version of the RAG system and has Red (future), AMBER (current) and Green (complete) colour coded actions to help partners understand our progress.

Monitoring

To help achieve success it is important to measure the progress we are making to meet our aims, objectives and targets and that we are held accountable against our progress. There are two ways in which we will measure this.

Firstly, we will use the Action Plan as a live document recording progress of actions with the RAG system detailed above.

Secondly, it is also useful to understand progress with the monitoring of a wider range of factors that can help us to measure performance. These Key Performance Indicators (KPIs) will be treated as a live record and as such will also form part of the Action Plan, therefore allowing for emerging individual indicators to be added as well as old and no longer relevant indicators to be removed. It is important that we commit to recording data that we know we can understand and record effectively.

At the time of strategy completion the list of confirmed KPIs to form part of the strategy was confirmed as the following:

Target	Indicator	Data Collected
Investment Indicators which either directly indicate cycling investment or which highlight wider societal trends that reinforce the need for investment	Spend on cycling per person	Various sources (annual approx. spend for long term schemes)
	Childhood obesity	No. of obese children in year 6
	New routes	Kilometres of new cycling specific route built
Innovation Indicators that highlight our success in securing new projects or the success of our existing cutting edge programmes	New cycling schemes secured	No. of new schemes
	Bike Friendly Businesses	No. of registered firms
	BC mass participation event	No. of participants
	BC led ride (Local programme)	No. of participants
	BC Breeze rides	No. of participants
	Disability cycling	No. of participants
Towards a sustainable economy Indications as to what affect our programme is having on modal choice	Cyclocross	No. of participants
	Travel to school	Hands up survey - %age by mode*
Normalised cycling Indications as to the	Commuter cycling	Data from various vehicle count locations - %age by mode*
	Active People Survey	%age of people physically active
	BC registered cycle clubs	No. of clubs

affect that our programme is having on public perception that cycling is attractive, safe and accessible	BC** registered club members	No. of members at each club
	Cycle accidents	No. of KSIs involving cyclists
	Bridleways Legally Recorded	No. of orders processed
Increased confidence and safety Monitoring our children's and adults' cycle training programmes	Balance bike participants	No. of participants
	Balance bike participating schools	No. of participating schools
	Bikeability participants	No. of participants
	Bikeability participating schools	No. of participating schools
	Active School Travel programme	No. of participating schools
	Active School Travel engagements	No. of participants
	Adult Cycle Training	No. of participants

*results only representative of a sample rather than whole district

** British Cycling

Accountability

Reporting on the Strategy and the Action Plan and the KPIs will be undertaken formally on an annual basis to the Environment and Waste Overview and Scrutiny Committee of Bradford Council. This committee formally endorsed the 2012 version of the strategy and continues to support the vision to make Bradford District a place where cycling is naturally part of everyone's daily life.

More informally the Action Plan will be regularly reviewed by the Bradford District Cycle Forum, B-Spoke as part of their bi-monthly meeting structure. This regular review will inform the report taken to the Committee and will therefore lead to key issues as understood by members of the cycling community being brought to the attention of key district decision makers for escalation where required.

Aim 1: Improve the ENVIRONMENT for cycling

The ENVIRONMENT for cycling is defined as “places where people can cycle and feel fully confident and able to do so”. Such places include dedicated cycle routes, bridleways, canal towpaths, cycle circuits, cycle sports facilities, parks, schools, colleges, universities, gyms and work places.

The list above includes two main types of cycling infrastructure:

Destinations - places where cycling happens as an activity in itself but also the places from which we start and end our journeys; our workplaces, schools and homes

Routes – The routes along which we travel between destinations. The journeys we make along these routes can be for a range of reasons including our commute, touring holidays, leisure, races and other mass participation events or just to pop to the shops!

The combination of routes and destinations for cycling can be collectively referred to as a “Cycling Network”.

Destinations are critical. For cycling to feel accessible to all we must be confident that we have the right facilities at both the start and end of our journeys (e.g. storage, showers, and drying facilities) such that cycling is a natural choice. And yet destinations can be about so much more than facilitating convenient journeys. In Bradford we have a strategic ambition to bring world renowned facilities to the district such as a Yorkshire velodrome and Yorkshire cycling museum. To think of destinations on this scale is to pull cycling to the forefront of our local economy and we are proud to hold this scale of ambition for the district.

The routes of our Cycling Network cater for a variety of different uses. This can include catering for longer distance uses such as touring, tourism, major events and the leisure and commuter journeys of more experienced users. However, our routes are also if not more so, about providing for more local journeys to connect people to destinations within 5 miles.

An additional factor to consider for the Bradford Cycle Network is topography. Bradford District is a hilly place. This can be an advantage when we consider the attraction of the district’s hills from a sporting perspective. However, topography also contributes towards funnelling a whole range of transport types into the valleys of Bradford District. This includes cyclists, most particularly commuters. Given that space is at a premium in the valley corridors we must consequently work harder to make sure that cycling is a safe and attractive activity in these busy environments.

All of the above factors require that we develop a strong strategy to understand what infrastructure is needed. In turn we need to deliver that infrastructure to make that network a great place for cycle journeys to be undertaken with confidence for all, from those of 8 to 80 years of age and at all levels of physical ability. This broad range of our citizens will only feel enabled to cycle every day if we reprioritise public space to favour more vulnerable users (i.e. cyclists and pedestrians).

This work has already started. With the CityConnect programme we are seeing a step change with nationally leading ambition in the delivery of the Cycle Superhighway between Leeds and Bradford, on the Canal Road Corridor and with further improvements to the Leeds-Liverpool Canal towpath. But there are still many gaps that cause our network to be disjointed and some journeys to remain difficult for many to feel confident taking on a bike.

Of course, we must also acknowledge that where infrastructure is developed its continued maintenance is just as important. Surfacing arrangements, street sweeping, parking issues, winter maintenance, the positive engagement of volunteer rangers and the long term sustainability of hubs are all vital considerations a long life approach to delivering a great Cycling Network.

As well as improving routes and places, we need to improve information on how to get around on the local network. This means signs, maps and a strategic approach to providing info on cycle routes. The **Map Y** provides a first indication of how a Cycle Network Map and the individually numbered routes of that network start to take shape with continuous direct routes providing for cycled journeys through the varied urban and rural environments of the district. Each route is numbered and would have corresponding on route signage to make journeys and destinations across the district easy and accessible.

The above mapping of routes and ambitious destination development ideas provide a vision for a bespoke future Cycling Network. We know this vision is only the start and we will with our Action Plan tackle the issues in order to deliver a high quality Cycling Network that is accessible for all.

We therefore have four key objectives provide the focus for the various actions required to ultimately deliver that Network

- **STRATEGIC CORE CYCLE ROUTE DEVELOPMENT** - Develop top-class, dedicated cycling routes that provide key arteries for cycling across and within the district. Develop a series of priority schemes to form the critical strategic routes of this strategy. When delivered these schemes will provide the framework to connect local neighbourhoods to a wider network as well as providing for long distance touring and leisure journeys.
- **LOCAL CYCLING NETWORK DEVELOPMENT** - Develop high-quality local networks via placemaking within neighbourhoods and key public areas (including town and city centres) that connect sensibly to core cycle routes, transport hubs and key destinations. Work to ensure that as national guidance and bespoke delivery advances, development in our local network is reflective of these evolving circumstances.

- **NETWORK WAYFINDING AND LONGEVITY** – Development of a strategy and in turn deliver a range of classed, numbered and signed routes to enable riders of all standards and on all types of journey to enjoy easily navigable journeys on our local Cycling Network. Where network elements are in place ensure that appropriate maintenance regimes are also in place.
- **DESTINATION INFRASTRUCTURE FACILITIES DEVELOPMENT** – The expectation for quality facilities to be provided at destinations, as standard, throughout the district. This requires good quality cycle parking, showering and storage facilities in our workplaces, schools and homes. It also means that public cycle storage should be provided to facilitate for all journeys, to a standard and in the right locations. This objective also exists to promote the development of a network of bespoke quality ‘hub’ destinations across the district where cycling takes place. This ranges from local facilities running community cycling activity through to nationally recognised bespoke facilities.

Image – text below as caption

*Regionally, a regional cycle network concept has been developed which may come to form an element of the forthcoming West Yorkshire Transport Strategy and the separate Cycle Prospectus. The schematic map **above** provides an idea of some of the longer distance commuting, leisure and touring routes that are or could become important in forming our region’s wider Cycling Network.*

Image – text below as caption

This map gives an indication of our understanding, at the time of publishing, of the Bradford Cycle Network, what has already been delivered and where we need to make further investment to deliver that bespoke network. It also acknowledges that as well as routes between places we need to make neighbourhood environments better, safer places to cycle. Further, it provides a number of locations that already have some form of facility that, in helping people to get access to bikes, training or activities help to increase levels of participation.

Image – text below as caption

A draft schematic for the future of a fully signed, integrated and intuitive Bradford Cycle Network

Aim 2: Provide greater ENCOURAGEMENT for cycling

Having taken steps to ensure the *environment* for cycling is being and will continue to be developed, it is equally important to enable participation with ENCOURAGEMENT to all existing and potential cyclists to get out and ride. This aim looks towards how people and activities can work to encourage cycling to be a part of daily life for people of all ages.

Confidence to cycle is not just feeling safe and secure about the routes we travel on. It is just as important that people are confident in their own cycle skills and feel enabled to take part in cycling as a positive experience. It is important that we have a simply structured and therefore accessible approach to how we encourage participation help people to get cycle training and develop their skills, whatever their age.

Cycling must be seen as an accepted and valued activity that can be a practical, fun and exciting part of life in Bradford District both as a means of transport and as an activity in its own right. To foster this view it is important that we have cycling champions in our communities to provide a positive message and a platform for cycling, events to encourage participation and training to help the citizens of Bradford feel confident in their own skills and abilities.

We also need to build upon our success in attracting the Tour de France to our region to deliver a fantastic programme of events ranging from world the renowned to the locally organised. We have a fantastic club heritage in the district with xx British Cycling registered clubs at the time of writing, many of whom are involved in the organisation of a range of fantastic events. Enthusing people to partake in sporting and leisure activities also helps as a way to enable people to feel confident in cycling as a mode of travel. We must continue in the delivery of proven successful activities but be ambitious in our work to bring new and exciting events to the district that put us on the map as the cycling destination of choice.

Finally we must recognise that cycling activity is a wide ranging positive element in local life. It is a critical part in the story of our sporting prowess, our districts reputation, our economy and our children's futures. To ensure Bradford District's success in all these respects cycling must play a central part.

Providing encouragement for cycling will therefore be achieved via the following objectives:

- **CHAMPIONING CYCLING** – Harness the enthusiasm and experience of key Bradford people and organisations that already are or can become active champions of cycling in all its aspects. Identify and embrace these key figures as champions and use their positive influence to encourage communities and partners to play their part in making cycling a natural part in all our day to day lives.

- **CYCLE TRAINING** - Ensure appropriate training in cycling skills and in cycle maintenance skills is available regardless of age, gender, status and income.
- **SUPPORT FOR CYCLING EVENTS & ACTIVITIES** - Support and promote existing and new events (from World Class sporting events to regular community activities) in the Bradford District that residents and visitors alike can take part in, watch, be inspired by and be part of.

Aim 3: Improve the ENGAGEMENT of cycling

The key to creating true Transformation is ensuring that there is constant, open, clear and positive information exchange between partners and those partnerships retain an understanding of the issues from the participant perspective.

With interest and investment in cycling on the increase and the improved environment and encouragement for cycling that will be delivered as a result of this strategy, it is important that these relationships are strengthened and that new emphasis and focus is placed upon communication and leadership between and from a variety of sectors. All partners must play their part and all must be held to account to ensure collective success in delivery.

One of the most common reasons cited by people who have not got involved is because they "didn't know" that something was going on. Or, even if they did, the perception was that it was somehow "not for them". Clear communication of the vast range of cycling activities for all that are available in Bradford is a significant task but one that will be made much easier by the wider development of this strategy and by the partnership approach to its delivery.

It is also important to understand that often a targeted and tailored message is necessary to create better awareness and understanding and break down barriers to cycling being an inclusive activity. This is not just about increasing participation in cycling but also crucially educating all users of public space to respectfully and safely share those spaces with others.

This results in the following strategic objectives:

- **ADVERTISING AND PROMOTION OF CYCLING** - Enhance the message of all forms of cycling and Bradford's cycling "offer" by the clever and targeted use of marketing and social media to promote cycling as a natural activity and/or choice of transport mode and to actively disseminate all relevant information via all media outlets. This includes supporting, adding value to and promoting key cycling partner campaigns and initiatives.
- **EDUCATING PARTNERS** – Ensure that all partners have an appropriate awareness of cycling needs and safety requirements. On one level this is about engagement with professionals and leaders who can work to make sure cycling opportunity is centrally considered in development decisions and should be such for all sections of the population. This objective is also about the need to innovate in ways of communicating with all public realm users. This is important so as help create a proactive relationship with all communities and foster a positive view of cycling as well as to deter dangerous behaviours. Further, we must add Bradford's voice to national lobbying to improve national standards for cycling-friendly infrastructure and signage and effect legal status for key issues.

- **LEADERSHIP, RESPONSIBILITY & DELEGATION** – Determine, via the B-Spoke Partnership, who must take a lead on each of the various aspects of cycling development and be responsible for outputs and results. Ensure that engagement across the various partners is co-ordinated so as to present a unified and constructive voice for cycling. Ensure that partners play leadership roles such that cycling is integrated into every facet of everyday design, development, activity and promotion to overtly convey the message that cycling is not only permitted but is actively encouraged.

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Action Plan

Update Version – November 2016

The following action plan lists a comprehensive range of the projects that we are considering as priorities in Bradford District and that, once implemented, will contribute towards reaching our targets. We have taken a decision that this action plan, whilst not exhaustive, should function to capture the wide range of projects that we would wish to see enacted in the district, even where delivery possibilities are not currently clear. Equally, to help highlight where progress is proving effective but where we need to add further to it, it will also contain some completed schemes.

As such the action plan is RAG rated using the basic principle of:

GREEN	Completed Projects / highlighting successes
AMBER	Current Projects
RED	Future Projects

The action plan is sub-divided into ten sections that correspond to the ten objectives of the strategy.

These various projects of the action plan will be monitored both through a regular review of their progress by the B-Spoke partnership and against an annual tracking of progress against KPIs. The inclusion of various KPIs can change over time much like progress against key actions, as such the listing and recording of KPIs is also included in the action plan as the live part of the strategy. Any failing in progress against KPIs will help to inform and review the various priorities of the action plan.

Many projects that will meet our objectives are dependent on funding and in order to implement this Strategy we are constantly working to secure new sources of funding through public, private and third sectors on local, national and European levels.

The Action Plan is a lengthy document that lists actions that are both current priorities as well as longer term aspirations. In order to focus our attentions and capture critical issues such that others can understand our most pressing concerns the below Top 10 lists one action per objective that for reasons of urgency or perhaps inactivity the cycling community have with this latest update highlighted as the most urgent issues in need of attention

Objective	Priority Action	Issues
STRATEGIC CORE CYCLE ROUTE DEVELOPMENT		
LOCAL CYCLING NETWORK DEVELOPMENT		
NETWORK WAYFINDING AND LONGEVITY		
DESTINATION INFRASTRUCTURE DEVELOPMENT		
CHAMPIONING CYCLING		
CYCLE TRAINING		
SUPPORT FOR CYCLING EVENTS & ACTIVITIES		
ADVERTISING AND PROMOTION OF CYCLING		
EDUCATING PARTNERS		
LEADERSHIP, RESPONSIBILITY & DELEGATION		

Reporting on KPIs

Target	Indicator	Data Collected	Previous Year	Current Year
Investment Indicators which either directly indicate cycling investment or which highlight wider societal trends that reinforce the need for investment	Spend on cycling per person	Various sources (annual approx. spend for long term schemes)		
	Childhood obesity	No. of obese children in year 6		
	New routes	Kilometres of new cycling specific route built		
Innovation Indicators that highlight our success in securing new projects or the success of our existing cutting edge programmes	New cycling schemes secured	No. of new schemes		
	Bike Friendly Businesses	No. of registered firms		
	BC Sky Ride – main event	No. of participants		
	BC Sky Ride Local	No. of participants		
	BC Breeze rides	No. of participants		
	Disability cycling	No. of participants		
Towards a sustainable economy Indications as to what affect our programme is having on modal choice	Cyclocross	No. of participants		
	Travel to school	Hands up survey - %age by mode*		
Normalised cycling Indications as to the affect that our programme is having on public perception that cycling is attractive, safe and accessible	Commuter cycling	Data from various vehicle count locations - %age by mode*		
	Active People Survey	%age of people physically active		
	BC registered cycle clubs	No. of clubs		
	BC** registered club members	No. of members at each club		
	Cycle accidents	No. of KSIs involving cyclists		
Increased confidence and safety Monitoring our children's and adults' cycle training programmes	Bridleways Legally Recorded	No. of orders processed		
	Balance bike participants	No. of participants		
	Balance bike participating schools	No. of participating schools		
	Bikeability participants	No. of participants		
	Bikeability participating schools	No. of participating schools		
	Active School Travel programme	No. of participating schools		
	Active School Travel engagements	No. of participants		
Adult Cycle Training	No. of participants			

Environment

Strategic Core Cycle Route Development

Develop top-class, dedicated cycling routes that provide key arteries for cycling across and within the district. Develop a series of priority schemes to form the critical strategic routes of this strategy. When delivered these schemes will provide the framework to connect local neighbourhoods to a wider network as well as providing for long distance touring and leisure journeys.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
CS1 Superhighway (Eastway)	Completed 2016	On route monitoring station	£3million (Bradford section)	Cycle City Ambition Fund	
Big Red Bridge (Southway)	Completed 2013	On route monitoring station	£4million	Connect2	
Towpath Surfacing – Shipley to Leeds (Airedale Greenway)	Completed 2016	On route monitoring station	£2million (including sections in Leeds)	Cycle City Ambition Fund	NOTE – there are significant sections that remain in a poor state of repair – see ‘Towpath surfacing – missing sections’
Canal Road Greenway (Northway)	Completion due 2018	On route monitoring station	£3.3million (both spent and secured)	Cycle City Ambition Fund	
Towpath Surfacing – Silsden to Riddlesden (Airedale Greenway)	Completion due 2017	On route monitoring station	TBC (estimate at approx. £500k)	Cycle City Ambition Fund	
West Bradford Cycle Route Feasibility	Completion due 2016	TBC	Study cost at £12k	Council funding	No route delivery funding confirmed
Wharfedale Greenway Feasibility Works (Burley to Poole Section)	Completion due 2017	TBC	confidential	District and Parish Councils	No route delivery funding confirmed
Sustrans Queensbury, GNRT, West Bradford Economic Appraisal	Completion due 2017	n.a	Confidential	Districts and Highways England	
Planning comments on planning applications as appropriate					Currently only highway elements are shared with cyclists. For review?
Route 66 South – Bierley and BD 5 Improvements (Southway)					Some future potential in location of SEP growth zones in the area
Towpath Surfacing - missing sections (Airedale Greenway)					Possibilities from City Connect being explored
Canal Road Greenway – Northern Link crossing Leeds Road at Shipley					Land use permission discussions under way
Wharfedale Greenway (Burley-Ilkley-Addingham & beyond)					
Worth Valley Cycle Route feasibility					
Completion of Great Northern Railway					Temporary on road and Queensbury

Trail					tunnel routes currently being investigated as separate and discrete potential sections
Roll out of an improved automatic cycle counters network					

Local Cycling Network Development

Develop high-quality local networks via placemaking within neighbourhoods and key public areas (including town and city centres) that connect sensibly to core cycle routes, transport hubs and key destinations. Work to ensure that as national guidance and bespoke delivery advances, development in our local network is reflective of these evolving circumstances.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
20mph Zone roll out on CS1 route	Completed 2016	On route monitoring station	£3million (Bradford section)	Cycle City Ambition Fund	Potential to provide precedent for a wider roll out?
Cyclist community consulted as standard for highway schemes	Ongoing	-	n.a.	n.a	Some schemes have not been seen. i.e. coverage is not 100%
Street audits of the CityConnect programme	Ongoing (first set completed 2015)	n.a	?	CityConnect	Audits a success but have not yet led to delivery
Determination of a series of priority neighbourhoods for locally focused transport spending*	Delivery by 2021	TBC	TBC	WY Transport Strategy	Important to ensure that B-Spoke and BCC are involved. See * below table for current suggested locations
Keighley Town Centre feasibility route plan	Delivery in 2017	TBC	TBC (scope dependent)	As yet to be confirmed. Some risk that will not be confirmed.	Being explored in association with funded highway scheme
Street audits of the CityConnect programme	Ongoing (first set completed 2015)	n.a	?	CityConnect	Audits a success but have not yet led to delivery
Planning comments on planning applications as appropriate					Currently only highway elements are shared with cyclists. For review?
Schemes to reduce severance caused by A629 at Steeton and Silsden			£200k secured through planning	Multiple sources? Required amount between £1m and £7m depending on solution	Some work already undertaken but no money currently available to work up detailed feasibility
Cyclist consultation on planning schemes					To assess need to integrate cyclists into consultation?
Schemes to reduce severance caused by M606				Funding routes being explored from the	

				Highways England Cycle Fund. Nothing confirmed	
Cyclists to gain oversight over new scheme safety audit process					
Develop a tool (online?) to record locations where there are persistent issues with a view to informing future improvements					Issues might include inappropriate signal timings, persistent parking issues and low quality cycling infrastructure

* Locations suggested have included University campus, Shipley, city centre, implementation on Street Audit locations, South Bradford and SEP growth zones

Network Wayfinding and Longevity

Development of a strategy and in turn deliver a range of classed, numbered and signed routes to enable riders of all standards and on all types of journey to enjoy easily navigable journeys on our local Cycling Network. Where network elements are in place ensure that appropriate maintenance regimes are also in place.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Agree maintenance and enforcement regimen for CS1	Completed 2016	Highway maintenance and Wardens	rolling	Council	To provide precedent / practice for future bespoke network development
Launch the WY Online Cycle Map	Due early 2017	Website hits?	Circa £20k	Councils of WY	SkyRide routes included
Secure adopted highway status for the Canal Road Greenway to ensure maintenance	TBC	-	-	Council	Council awaiting confirmation of Cragg Road housing application before progressing
Produce a new batch of printed CycleBradford maps	To follow WY Cycle map		Dependent on batch size	Council	
Add a range of detailed cycle route guides to the CycleBradford website	Ongoing		n.a	n.a	Might consider quality issues / variations along routes e.g. Airedale Greenway
Produce a comprehensive cycle route and signage strategy for Bradford District					May require liaison with WY colleagues regarding longer routes. Use of cycling propensity tools will be critical in deciding the routes of this network. Liaise with Sustrans on NCN integration Liaise with CityConnect on principles Consider different route gradings in relation to location, destinations served
Long term committed cycle specific		By B-Spoke and BCC	May require initial		

maintenance fund		volunteers, Sustrans, Cycle UK and CRT rangers and public via CycleBradford?	study. Sign Installation and long term maintenance are required		
Work with cafehero.co.uk to add every cycle friendly café in the district to the site					Once confident all on the site, could produce locally specific map
Work with bedsforcyclists.co.uk to add every cycle friendly hotel in the district to the site					Once confident all on the site, could produce locally specific map

Destination Infrastructure Development

The expectation for quality facilities to be provided at destinations, as standard, throughout the district. This requires good quality cycle parking, showering and storage facilities in our workplaces, schools and homes. It also means that public cycle storage should be provided to facilitate for all journeys, to a standard and in the right locations. This objective also exists to promote the development of a network of bespoke quality 'hub' destinations across the district where cycling takes place. This ranges from local facilities running community cycling activity through to nationally recognised bespoke facilities.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Lister Park, Odsal, University, UAK and Peel Park Hubs	ongoing	BC KPIs	Ongoing	BC and Council	
Bike Friendly Business grants	Completion in 2018-19	No. of registered firms	Up to £5k per employer	CCAG	
Support the development and use of Bike Libraries	ongoing	No. of libraries No. of loans		Welcome to Yorkshire	Libraries already supported by the Bikeability coordinator.
Bradford cycling partnership to provide support to all hub facilities as requested	Ongoing				Includes Cycle re Cycle, Bradford Bikery, the Pavilion Cafe
Planning comments on planning applications as appropriate					Currently only highway elements are shared with cyclists. For review?
Delivery of a national standard Velodrome to Bradford District				Council and British Cycling?	Enquiries made over some years. Council buy in as yet confirmed
Delivery of a Yorkshire Cycling Museum					Enquiries made over some years. Council buy in as yet confirmed
Boris Bike style cycle hire programme					
Create a cycling hub facility in every large district park					
Cycling community lobby for CBMDC to					This Supplementary Planning

adopt a Travel Planning SPD on Travel Planning					Document would help ensure employers install bespoke cycle storage kit, showers etc
Assess and alter any existing Bradford park bylaws that prohibit cycling					
Explore possible electric bike loan programme					
Review of cycle theft crime figures to assess where additional / improved parking might be required					
Development of a pump track network					
Increased priority in council budgets for sweeping on cycling infrastructure					
Dedicated development of more BMX specific facilities					
Dedicated development of more MTB specific facilities					

Encouragement

Championing Cycling

Harness the enthusiasm and experience of key Bradford people and organisations who already are or can become active champions of cycling in all its aspects. Identify and embrace these key figures as champions and use their positive influence to encourage communities and partners to play their part in making cycling a natural part in all our day to day lives.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Identify the rolls and responsibilities of champions					
Identify a political champion					Various approaches made to Bradford politicians.
Identify a development champion					From amongst senior council staff
Identify a community champion					Prominent local figurehead
Identify a press champion					To assist with positive news stories
Political and development champion to take up the list of 10 key issues in this Action Plan as their own priorities					Perhaps there is advantage in the Cycle Champion being in a constituency where cycling carries the most political

					capital?
Identify champions at the district's 5 largest employers to form employers champion group					

Cycle Training

Ensure appropriate training in cycling and in cycle maintenance skills is available regardless of age, gender, status and income.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Appoint a Bikeability Coordinator	Appointed in 2015	-	Salaried at Council	DfT Bikeability Programme	
Appoint the Active School Travel Officers	Currently funded up to July 2017	No. of participating schools No. of participants Hands up survey - %age by mode		Public Health at Bradford Council	
Expand the Bikeability programme to cater for all children (by the time they leave primary education)	Ongoing	No. of participants No. of participating schools		DfT Bikeability Programme	Funding of Bikeability has been capped nationally. Exploring local public health support
Expand the Learn to Ride pilot to cater for a larger proportion of children at the point they start primary education	Not yet secured	No. of participants No. of participating schools	Not yet secured	Public Health at Bradford Council?	
Lobby to continue funding for the Active School Travel Programme	Currently funded up to July 2017			Public Health at Bradford Council?	Working on a Primary level training summary document that will assist in clarifying the role of this programme as well as Bikeability and Learn to Ride
District wide offer of adult cycle training					Potentially using the hubs as key locations for the offer
Expand British Cycling Go-Ride to ensure that all secondary schools have at least one qualified teacher					
Offer a continuous programme of cycle maintenance sessions					
Get CyTech and/or VeloTech qualifications added to the curriculum at further education institutions					Previously explored at Bradford College. Could be approached again
Get National Standards style cycle training added to the curriculum at					Previously explored at Bradford College. Could be approached again

Support for Cycling Events and Activities

Support and promote events (from World Class sporting events to regular community activities) in the Bradford District that residents and visitors alike can take part in, watch, be inspired by and be part of.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Renew the relationship with British Cycling to deliver the Sky Ride programme	Up to ?	BC Sky Ride – main event BC Sky Ride Local BC Breeze rides		BC and Bradford Council	
Deliver a pilot secondary school engagement programme	Through to summer term 2017	No. of pupils engaged		Officer time from Bikeability and Active School Travel programmes	With a view towards later wider roll out
Preparatory works for the 2017 Tour de Yorkshire	Up to spring 2017				BCC and B-Spoke to contact relevant council officers to offer support
WY Schools Tour de Yorkshire programme	Up to spring 2017	TBC	TBC	TBC	Recently announced project led by Leeds CC
Ongoing Bike Breakfast events	Ongoing			Council and Pavilion	
Ongoing Sky Ride programme support	Ongoing	BC Sky Ride – main event BC Sky Ride Local BC Breeze rides			
Ongoing CycloCross championships support	Ongoing				
Ongoing Cycle-re-Cycle support	Ongoing				
Ongoing Bradford Bikery support	Ongoing				
Ongoing Cycling4All support	Ongoing				
Ongoing Youth Services support	Ongoing				
Ongoing support for all locally organised events and the organisations behind them	Ongoing				
Monthly Car Free Sundays in the city centre					
Implement a new FE / HE Engagement Programme					To build on the successes of the Access to Education programme which ended in early 2016
Where new facilities are proposed pre-emptively strengthen relationships with					e.g. velodrome, museum, BMX and MTB facilities in Environment section

particular cycling communities that facilities will benefit					
Resource a Secondary School engagement programme to hold competition based cycling events at every secondary school					
Ensure all interested cycle clubs are able to contribute events content to Cyclebradford.org.uk					
Approach all existing district clubs to understand and record their aspirations for development.					To retain for forward looking assessments of funding allocation and future bids
Implement new bike buses to serve key commutes into the city					
Offer support where any cycling specific manufacturing exists/emerges in the district					
Implement and commit to a Bradford District cycle sportive					Taking inspiration from University and other local sportive initiatives

Engagement

Advertising and Promotion of Cycling

Enhance the message of all forms of cycling and Bradford's cycling "offer" by the clever and targeted use of marketing and social media to promote cycling as a natural activity and/or choice of transport mode and to actively disseminate all relevant information via all media outlets.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Build of the Cyclebradford.org.uk website					
Press event to launch Cyclebradford.org.uk website	Early 2017				
Launch a #cyclebradford campaign to share news and issues on local cycling via social media					
Work with the WY Road Safety Project Officer to promote campaigns to emphasise the vulnerability of cyclists					Perhaps an under exploited relationship at the time of writing?
Promotion of the Sky Ride programme					

Make sure that all interested parties have the ability to add information to the CycleBradford website about their own activities					
Use the completion of the Cycle Strategy as a press event					
Create a bike friendly hotel accreditation					
Develop a programme of press events to engage public interest in cycling by using the public profile of our champions					
Formalise current ad hoc assistance to local cycling groups to provide free printing of promo materials			£200 per group per annum?		
Use the start of each calendar year as an information collection period on all cycling activities to add major events into the cyclebradford calendar					
Explore the opportunities related to the development of cycling apps					Similar to the Ride for Rewards project of the former go:cycling programme?

Educating Partners

Ensure that all partners have an appropriate awareness of cycling needs and safety requirements. On one level this is about engagement with professionals and leaders who can work to make sure cycling opportunity is centrally considered in development decisions and should be such for all sections of the population. This objective is also about the need to innovate in ways of communicating with all public realm users. This is important so as help create a proactive relationship with all communities and foster a positive view of cycling as well as to deter dangerous behaviours. Further, we must add Bradford's voice to national lobbying to improve national standards for cycling-friendly infrastructure and signage and effect legal status for key issues.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Establishment of contact with HGV firms for attendance at events on cycle safety					
Work to establish code of conduct awareness for canal towpath usage by all users					
BCC to send members to key national cycling development events and					

conferences					
Share the space information for Canal Users					Some signage and engagement undertaken on the Leeds-Liverpool by CRT
Arrange a members training event for Bradford Councillors					
Data Collection – pull together all the latest guidance on cycling infrastructure development					To share with and educate key partners
Produce a bike storage facilities installation guide					
Arrange for Sustrans national office to send staff for an engineer's cycling infrastructure implementation training course					Similar such events were held early in the CityConnect programme and were well received
Arrange for Public Health experts to visit the district to engage Public Health and Transport officers to understand the relationships between their roles.				Public Health?	Known national expert – Adrian Davies from Devon CC
Produce a paper making the economic case for cycling - how investment in such will bring increased jobs, business, retain millennials, healthier workforce etc					This in turn may make the investment needed to develop an improved environment for cycling easier to come by.
Approach Bradford chamber of commerce to promote the important role that cycling has in our economy					Use the paper on economic benefit for this approach

Leadership, Responsibility and Delegation

Determine, via the B-Spoke Partnership, who must take a lead on each of the various aspects of cycling development and be responsible for outputs and results. Ensure that engagement across the various partners is co-ordinated so as to present a unified and constructive voice for cycling. Ensure that partners play leadership roles such that cycling is integrated into every facet of everyday design, development, activity and promotion to overtly convey the message that cycling is not only permitted but is actively encouraged.

Action	Timescales	Monitoring	Funding	Funding Source	Notes
Establish a Cycle Bradford highway schemes consultation group					
B-Spoke to draw up Terms of Reference	By early 2017	n.a.	n.a.	n.a.	

for all future expectations on cycling community engagement in consultation practice					
Investigate the implementation of London style rules on cycle safety mirrors and kit for all HGVs entering the District					Chairs of BCC and B-Spoke to approach Council Leaders, Freight Transport Association and other authorities to push for action
Create a 'current investment record'					To highlight spend for reporting but also where gaps exist
Use the creation of this strategy to strengthen and confirm links between this strategic area and linked areas in health, sport, economic development, tourism and environmental health					
Produce a list of key issues where cycling community partners feel leadership is needed and currently lacking – to share with champions					May relate to a range of the above action areas. A Council Briefing note could be produced to summarise and for forwarding
Produce a Bradford Council Business Change Pledge to enshrine principles of high quality design and cycle proofing in all developments					
Establish a coordination group in Planning and Highways to liaise on cycle development responsibilities					
Agree and enact a lobbying approach to the issue of restriction on bikes on trains and the use of railway estates for cycle routes					
Produce a Considerate Contractor standard to be improve construction industry practice					May relate to the HGV cycle safety item above
Consider the establishment of a Cycling Coordination Group within Bradford Council to help guarantee improvements in delivery					

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Report of the Strategic Director (Regeneration) to the meeting of Environment and Waste Management Overview & Scrutiny Committee to be held on 29 November 2016

N

Subject:

Transportation and Highways – Performance Report 2015/16

Summary statement:

This report provides information about the Council's performance against the Transport and Highways indicators and targets set out in the 2015/16 Corporate Indicator Set and supporting Transport and Highways performance management indicators.

Mike Cowlam
Strategic Director (Regeneration)

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment & Waste Management

1. SUMMARY

1.1 This report provides information about the Council's performance against the Transport and Highways indicators and targets set out in the 2015 / 16 Corporate Indicator Set and supporting Transportation and Highways performance management indicators.

2. BACKGROUND

2.1 In common with many areas of the Council's activities, in 2012/13 a revised smaller set of corporate indicators were established for Transport and Highways and data has been updated for 2015 / 16. These are as follows:

- CIS 029 Children killed or seriously injured in road traffic accidents
- CIS 030 The percentage of people accessing Bradford City Centre in the morning peak by sustainable modes of transport (e.g. Train, Bus, Cycling, Walking, Motorcycle and Multi-Car occupancy)
- CIS 031 The percentage of Working Population in Bradford able to access key employment centres using the core public transport network within 30 minutes (Access to Employment)

2.2 A number of other supporting Transportation and Highways performance management indicators are also monitored and these are:

- People killed or seriously injured in road traffic accidents;
- Percentage increase in peak period traffic flow across the Bradford Monitoring Cordon above the 2003/4 baseline;
- Percentage increase in weekday traffic flow at designated sites across the District above the 2003/4 baseline;
- The number of people travelling by car as the percentage of people travelling by all modes of transport across the Bradford Monitoring Cordon with the 2003/04 baseline;
- Principal roads where maintenance should be considered;
- Non-principal classified roads where maintenance should be considered;
- Unclassified roads where maintenance should be considered;
- Surfaced footways where maintenance should be considered.

Road Casualty Indicators (see Appendix 1)

CIS 029 Children killed or seriously injured (KSI) in road traffic accidents

2.3 The council and its partners have made renewed efforts to address the road casualty levels in Bradford. The Local Transport Plan funding for Safer Roads is now evidence based so finance is targeted towards the greatest need. In 2014, there were 28 child KSIs in the District, 4 less than in 2013 (32), 14 less than 2012 (42) and 16 below the 2005 - 09 baseline (44). The reduction in recorded

Child KSI casualties (28) recorded in 2014 is a significant improvement (-13%) over last year (32). This year's result has also increased the gap against the baseline and is now 37% below the 2005-09 baseline; this excellent performance has contributed to establishing the overall long-term downward trend. Collaborative working between Public Health partners, Council safer roads officers and engineers will continue to develop a stronger multi-agency and multi-disciplinary approach to reducing child casualties and hospital admissions. The incorporation of Public Health with the Council has continued to yield many benefits including financial support for Road Safety and other walking/cycling initiatives. These elements have many cross cutting themes such as the Local Transport Plan indicators and the Public Health Outcomes Framework. Appendix 1 Chart 1 provides details of recent child KSI performance in Bradford.

- 2.4 In 2015, there were 33 Child KSIs in Bradford, an increase of 5 from the 2014 total. This makes up 25% of all child KSIs in West Yorkshire. Looking at the absolute figure of 33 and comparing that against the three year rolling average, the figure is still on trajectory for the halving of child KSIs by 2026 from the 05/09 baseline (22). The figure is also 25% below the 05/09 baseline (44). This slight increase in child KSIs is representative across all five West Yorkshire districts in 2015. The road user group break down is 23 pedestrians, 4 cyclists, 1 motorcyclist (or pillion), 1 car driver and 4 car passengers. There were no child fatalities on the road network in 2015 (33 serious injuries, 0 fatalities).

People killed or seriously injured (KSI) in road traffic accidents

- 2.5 The Council has a Casualty Reduction supporting indicator in line with the Local Transport Plan's challenging target of 50% reduction in KSIs by 2026. For Bradford that equates to reducing the 248 KSIs (2005/09 baseline) to 124 KSIs by the end of the LTP3 (2026); a reduction of 8.3 KSIs per year. In 2013 Bradford recorded its lowest total ever (190 KSI casualties) putting the District 15% below the last three years' average (215) and 23% below the 2005-09 average (248). However, figures for 2014 have not been so positive with an overall increase of 7% being recorded on 2013 figures giving an outturn level of 204 KSIs. The increase is associated with more car occupants per incident (+33%), pedestrian injuries (+9%) and motorcycle accidents (+6%). Appendix 1 Chart 2 provides details of recent KSI performance in Bradford.
- 2.6 All KSIs in 2015 was 188 (7 fatalities, 181 serious injuries) in Bradford which is down by 8% from last years' figure of 205. This is on target to achieve the 50% reduction in KSIs by 2026 (248 - 124). The road user group break down is 71 pedestrians, 24 cyclists, 36 motorcyclists (or pillion), 28 car drivers, 18 car passengers, 1 goods vehicle occupant and 5 bus occupants. Bradford continues to use an evidence led programme for casualty reduction initiatives and more emphasis has been given to E,T&P initiatives. This year sees the formation of the new West Yorkshire Safer Roads Executive. This will bring about strategic oversight of Road Safety at the highest management level in each authority and partner organisation. It has been designed as such to allow grass roots information to be fed back to senior decision makers/commissioners. New information sharing with Partner organisations is assisting other road safety

initiatives that have been previously unexplored. For the first time, the council will be examining police data in order to determine what initiatives need to be developed. Bradford has the highest number of casualties relating to criminal activity in West Yorkshire and this remains a concern. New successful initiatives such as Operation Steerside, are combating illegal car use or cars that are used for criminal activity. This is a joint Partnership between Bradford's CCTV unit and the ANPR cameras operated by the Police. Next year will see the start of the 5 year Single Transport Plan which will also refresh how casualty reduction is delivered in West Yorkshire

Transport and Accessibility Indicators (see Appendix 2)

CIS 030 The percentage of people accessing Bradford City Centre in the morning peak by sustainable modes of transport

2.5 This indicator uses data from annual modal share traffic surveys undertaken on a cordon around Bradford City Centre between the Inner and Outer Ring Road. These surveys measure the number of people travelling into the City Centre by different forms of transport. Historical information for this indicator is provided in Appendix 2 but changes in methodology introduced in 2010 (extending the survey time period to pick up earlier travelling patterns of commuters and the introduction of automatic rail passenger counting) means that exact comparisons cannot be made.

2005	2006	2007	2008	2009	2010	2012	2013	2014	2015
56.1%	56.5%	58%	58%	57.6%	58.6%	58%	58.4%	59.3%	59.6%

Table 1: Percentage of people accessing the city centre sustainably

2.6 Data from 2015 indicates that 59.6% of those travelling across the Bradford cordon in the morning peak did so sustainably (walk, cycle, bus, rail, car share etc.). This is a slight improvement on 2014 when 59.3 % were recorded as travelling sustainably. Between 2014 and 2015 in the morning peak the numbers of people using all modes of transport except those travelling by train declined with a reduction of 883 people travelling in the morning peak. The biggest decreases by mode were Walking (-10.4%), Cycling (-5.8%) and Bus (-5.1%). Average car occupancy between 2014 and 2015 remained unchanged at 1.28 per vehicle.

Year		Walk	Cycle	M/bike	Car	Bus	Train	Total
2014	Number of people	2,568	212	165	39,278	10,024	4,094	56,341
	Mode Share (%)	4.6%	0.4%	0.3%	69.7%	17.8%	7.3%	
2015	Number of people	2,301	200	164	39,182	9,511	4,100	55,458
	Mode Share (%)	9.4%	0.4%	0.3%	66.2%	16.9%	6.9%	
Performance (against 2012 base year)		↓ 10.4%	↓ 5.8%	↓ -0.8%	↓ 0.2%	↓ 5.1%	↑ 0.1%	

Table 2: Percentage of People Accessing Bradford City Centre by Sustainable Modes (am peak)

Percentage increase in peak period traffic flow across the Bradford Monitoring Cordon above the 2003/4 baseline

2.7 As referred to earlier, data is collected at 25 sites on radial routes approaching Bradford City Centre. The information below is the total number of vehicles recorded entering the city centre between 7.00 am and 10.00 am. Since 2003 there has been a 4.0% reduction in the amount of traffic recorded entering the city centre in the morning peak period. Canal Road, Wakefield Road and Manchester Road carry the most traffic in the morning peak with in excess of 6,000 vehicles using each radial route, overall 43,694 vehicles entered the city centre cordon during the morning peak in 2015.

Year	2003	2009	2010	2011	2012	2013	2014	2015
Flow	45,501	43,854	43,930	43,608	42,678	42,972	42,780	43,694
Percentage Change (Year on Year)		↑ 1.1%	↑ 0.2%	↓ -0.7%	↓ -2.1%	↑ 0.7%	↓ -0.5%	↑ 2.1%
Percentage Change (against 2003 base year)		↓ -3.6%	↓ -3.5%	↓ -4.2%	↓ -6.2%	↓ -5.6%	↓ -6.0%	↓ -4.0%

Table 3: Percentage change in AM Peak Traffic Flow (City Centre)

2.8 Over 24 hours on a typical weekday 380,270 vehicles travel across the Bradford cordon (inbound and outbound). This has increased by 4,760 vehicles (1.23%) since 2003. The decline in peak period traffic flows compared to the slight increase over 24 hours could be accounted for by changes to working patterns e.g. flexible working leading to changing flow distributions across the day. Canal Road and Wakefield Road account for 12% of the total traffic flows each and Manchester Road accounts for 10% of flow.

District Wide Traffic Flows

2.9 The Department for Transport (DfT) monitors traffic flows at 109 sites across the district with a sample of points counted each year and the data collected used to provide estimates of traffic growth. The DfT estimate that Bradford has 710,995 motor vehicles per thousand vehicle miles in 2015. This is 2.3% up on 2014 and is the highest recorded since 2000. Nationally traffic flows increased by 2.2% between 2014 and 2015 and are at the highest level ever recorded. The upward trend in traffic volumes is as a result of growth in the UK economy and lower fuel prices (petrol was 16.3p per litre cheaper and diesel 18.5p cheaper in 2015 compared to the previous year).

2.10 The DfT traffic data is classified (by vehicle type) and the breakdown is indicated below. Whilst cars make up the majority of traffic on the districts roads there has been a significant increase in the number of Light Goods Vehicles (LGV) and a decrease in Heavy Goods vehicles recorded. This reflects changes nationally where LGV traffic is at the highest level ever.

Year	Cyclists	M/cycles	Cars	Bus &	Light Goods	Heavy Goods
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				Coach	Vehicle	Vehicle
2003	0.2%	0.8%	82.0%	0.9%	11.9%	4.4%
2015	0.3%	0.6%	80.7%	1.0%	14.0%	3.8%
Percentage Change (against 2003 base year)	↑ 0.1%	↓ -0.2%	↓ -1.3%	↑ 0.1%	↑ +2.1%	↓ -0.6%

Table 4: Percentage change in District Traffic Flow Composition

- 2.11 The increase in the number of motor vehicles has not yet resulted in increased congestion on the district’s roads utilising data provided by the DfT. Average speeds in the morning peak in 2015 were 19.69 mph as opposed to 20.45 mph in 2014 (a reduction of 3.73%). Despite traffic volumes being at their highest recorded level congestion is still below that recorded in 2008 when average speeds fell to 18.9 mph (historical information is provided in appendix 2).

CIS 031 The percentage of Working Age Population in Bradford able to access key employment centres using the core public transport network within 30 minutes

- 2.9 The West Yorkshire Local Transport Plan 2011 – 2026 set a target for the percentage of working age population being able to access key employment sites at 75% by 2026. . In 2011 in Bradford 81.4% of the population was within 30 minutes of key employment centres, this has fallen to 75.5% by 2014. The reduction in core service bus provision is a major factor behind this decline

Highway Asset Maintenance Indicators (See Appendix 3)

Principal and Non-Principal classified roads where maintenance should be considered

- 2.10 The Principal and Non-Principal Classified road network, with a few exceptions, is currently in a relatively good condition, this is primarily due to a particular emphasis on this type of road in recent years. However after several years of steady state the road condition indicator is now showing a decline in overall condition, this is a cause for concern and will need to be monitored as it is a clear signal that the A, B and C Classified roads may be in a phase of decline due to a lack of available funding.

Unclassified Roads where maintenance should be considered

- 2.11 The Unclassified road network has a larger proportion requiring maintenance than the Principal and Non-Principal Classified roads as demonstrated by the indicator scores. Following a period of fairly consistent condition, the last few years have shown a steady decline in overall condition, this is of particular concern as the Unclassified roads make up some 80% of the maintainable network within the Bradford District. Further decline of these local roads is highly likely unless there is significant support for this type of road in the form of additional revenue funding.

Surfaced footways where maintenance should be considered.

- 2.12 The Unclassified road network has a larger proportion requiring maintenance than the Principal and Non-Principal Classified roads as demonstrated by the indicator scores. Following a period of fairly consistent condition, the last few years have shown a steady decline in overall condition, this is of particular concern as the Unclassified roads make up some 80% of the maintainable network within the Bradford District. Further decline of these local roads is highly likely unless there is significant support for this type of road in the form of additional revenue funding.

Conclusion

- 2.13 The Classified road network has shown relatively consistent condition over recent years, achieved through a focus on suitable treatments on the strategic network. However the decline in condition of this type of road together with the significant decline of the Unclassified local roads is a particular cause for concern. The data reflects the continuing challenging financial conditions that are a part of the context of highway asset management work. As well as the capital allocations that deliver improvement schemes on the network, it is important that the revenue budget is not further reduced as it is vital in maintaining the fabric of the asset via the day to day maintenance activities that also provides for a robust defence of highway claims through a suitable and demonstrable inspection and repair regime.
- 2.14 The recent decline of all Classification of roads within the district should be noted carefully as the indications are that we are moving into a phase of managed decline unless additional funding can be made available.

OTHER CONSIDERATIONS

- 3.1 As well as Bradford's Corporate Indicators, the West Yorkshire Local Transport Plan 2011 – 2026 contains a range of targets and indicators. Since the Local Transport Plan was published in 2011 a number of developments have changed the strategic context in which it exists. These include the development of the West Yorkshire Plus Transport Fund and the Leeds City Region Strategic Economic Plan and increasing concerns about poor air quality in some parts of West Yorkshire.
- 3.2 The current indicators are:
- Journey Time Reliability
 - Access to Employment
 - Mode Share
 - CO₂ emissions
 - Road Casualties – All Killed and Seriously Injured (KSI)
 - Satisfaction with Transport

Appendix 4 contains further details of the indicators, the targets for 2026 and the

current position based on the latest data for each indicator.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 All the actions related to the monitoring of the indicators and delivery of projects intended to assist in meeting the targets are managed within the Council and its partners existing financial and other resource availability.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There is a robust management system associated with the monitoring of indicators within the Council which allows early identification of issues.

6. LEGAL APPRAISAL

- 6.1 The monitoring of the indicators and delivery of projects intended to assist in meeting the targets are undertaken within the Council's role as Highway and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.1.1 There is national evidence that shows children in more deprived areas are twenty times more likely to be killed or seriously injured on the road network than children from an affluent area. Programme delivery across Bradford needs to reflect this statistic.

- 7.1.2 Access to employment by public transport is particularly important for more deprived communities and it is important that this is improved wherever possible within the constraints of the funding available.

7.2 SUSTAINABILITY IMPLICATIONS

- 7.2.1 The Corporate Indicators used for Transportation and Highways contribute to an understanding of the sustainability of the District particularly in relation to the safety of communities, economic activity, and environmental conditions.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

- 7.3.1 The Corporate Indicators relating to modal share and access to employment contribute to the understanding of the impact of transport on Greenhouse Gas Emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

- 7.4.1 Implementation Plan 2 of the Local Transport Plan has increased the focus of the Safer Roads element of the LTP on evidence based activity to further target safety improvements to those locations in West Yorkshire where they are

needed most.

7.4.2 The maintenance of the public highway in as safe a condition as possible within resources is essential and hence the continued monitoring of road and footway condition is a valuable tool.

7.5 HUMAN RIGHTS ACT

There are no human rights implications.

7.6 TRADE UNION

There are no trade union implications

7.7 WARD IMPLICATIONS

There are no specific ward implications arising from this report.

8.0 NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 The Committee can consider all the following options:

- note the current position in regard to the Council's Corporate Indicators and Targets and Supporting Indicators related to Transportation and Highways issues;

10. RECOMMENDATIONS

10.1 That this Committee note the current position in regard to the Council's Corporate and Supporting Indicators and Targets related to Transportation and Highways issues;

11. APPENDICES

11.1 Appendix 1 – Road Casualty Indicator Data

11.2 Appendix 2 – Transport and Access Indicator Data

11.3 Appendix 3 – Highway Asset Maintenance Indicator Data

11.4 Appendix 4 – Local Transport Plan Indicators

12. BACKGROUND DOCUMENTS

12.1 Report to Executive 22 June 2012 - Corporate performance framework - annual

performance outturn report (2011/12) and new set of corporate measures (2012/13)

12.2 West Yorkshire Local Transport Plan 2011 - 2026

CHART 1 - ROAD CASUALTIES – CHILDREN KILLED AND SERIOUSLY INJURED

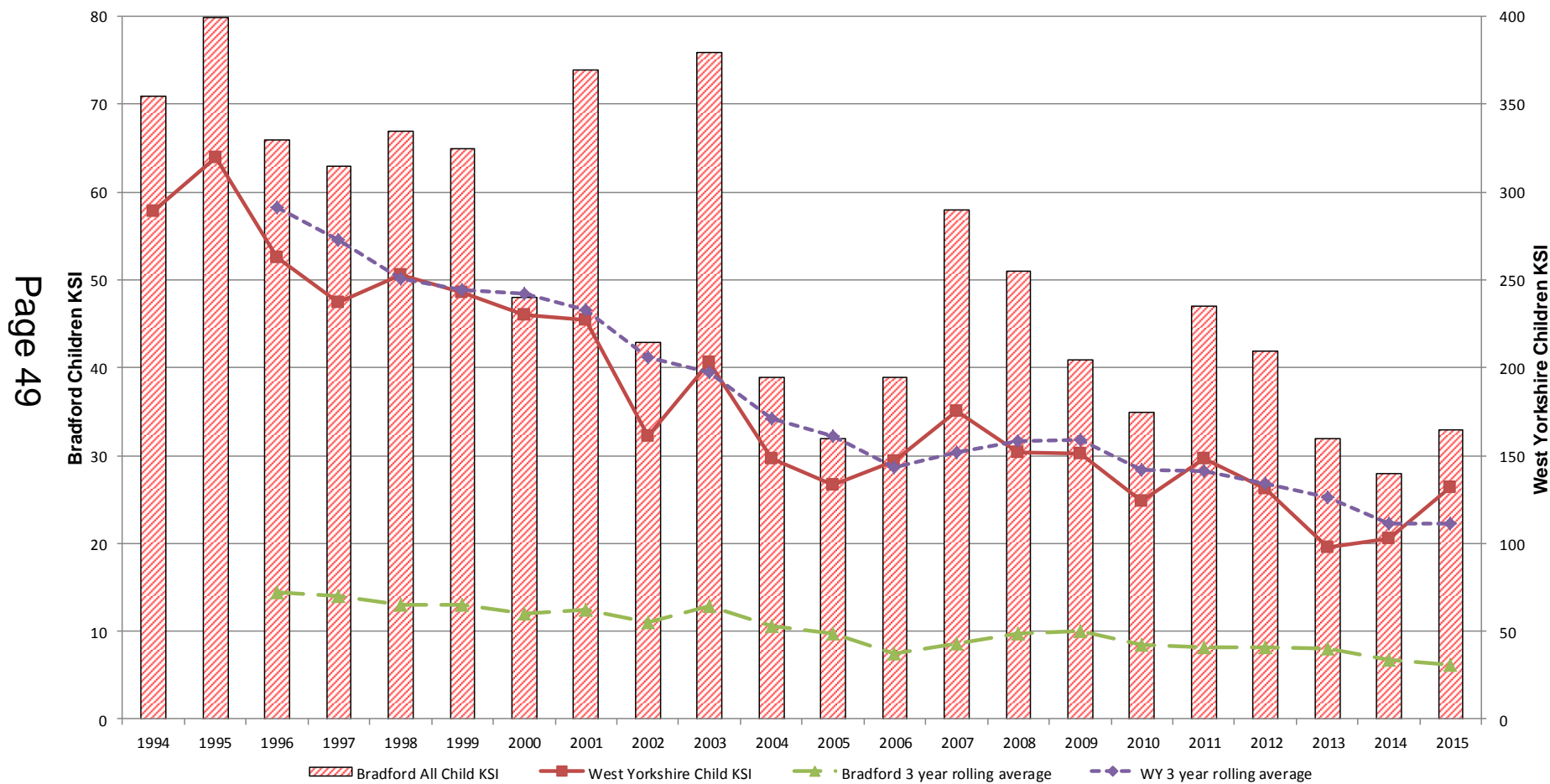
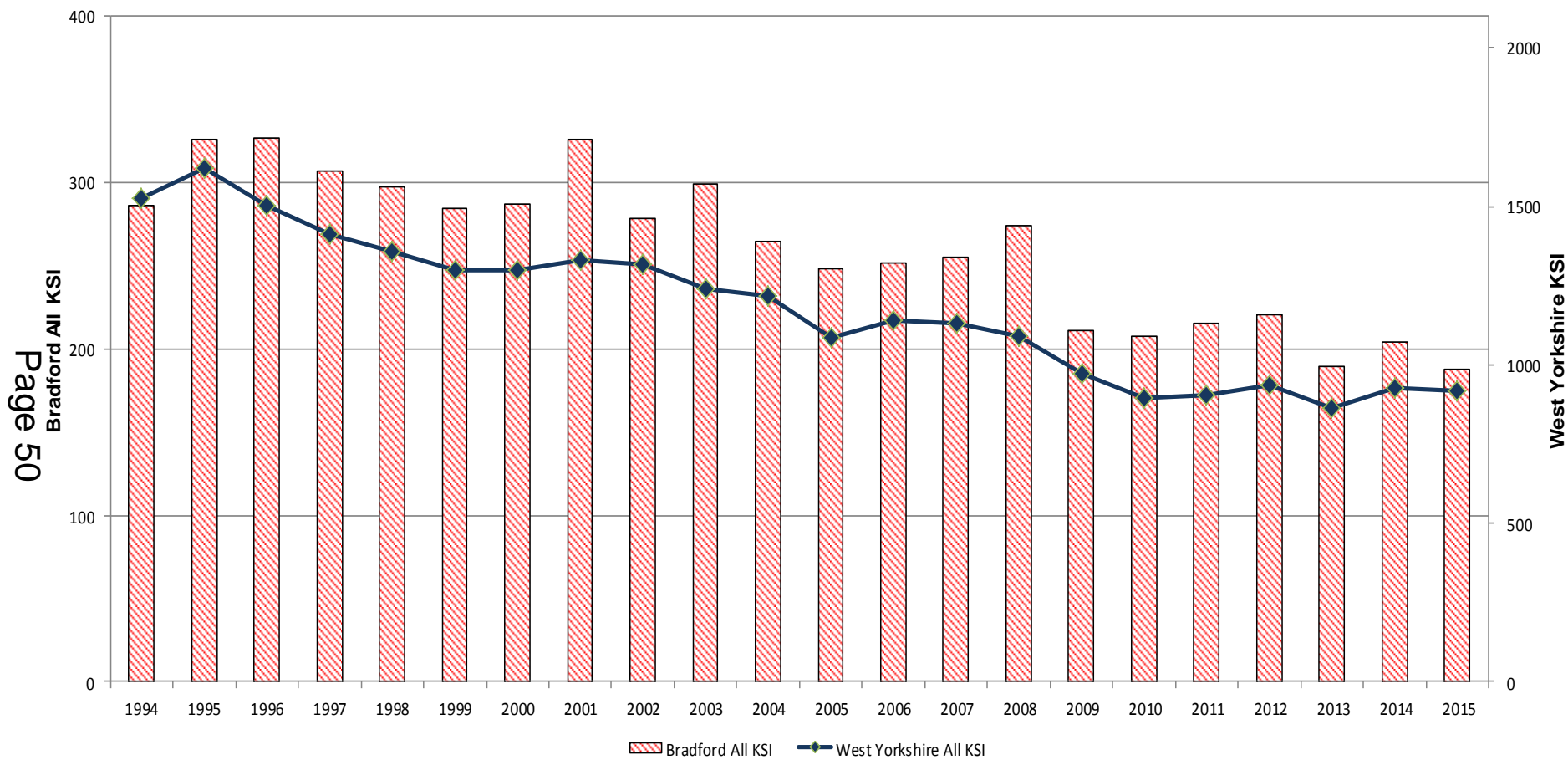


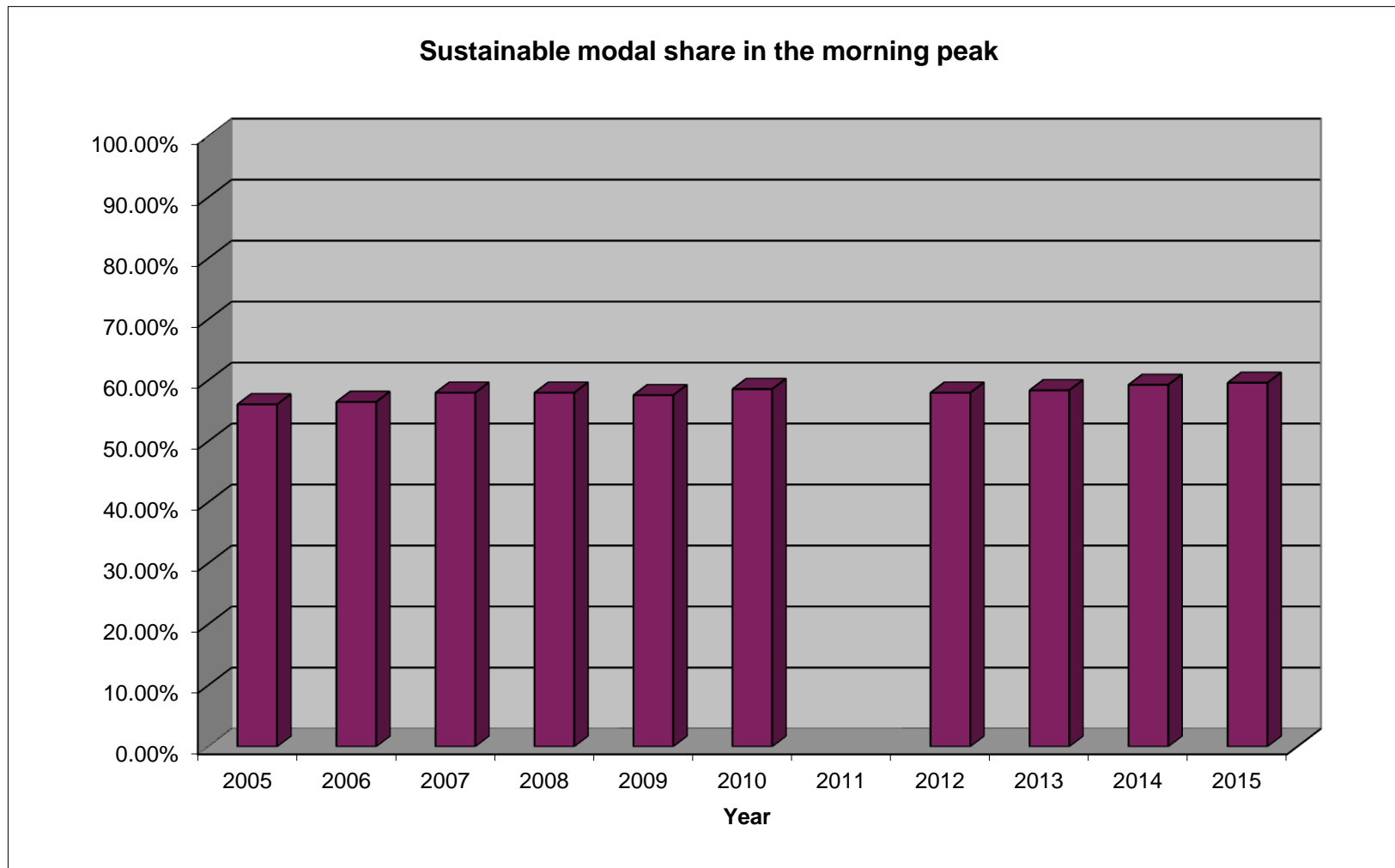
CHART2 - ROAD CASUALTIES – ALL KILLED AND SERIOUSLY INJURED



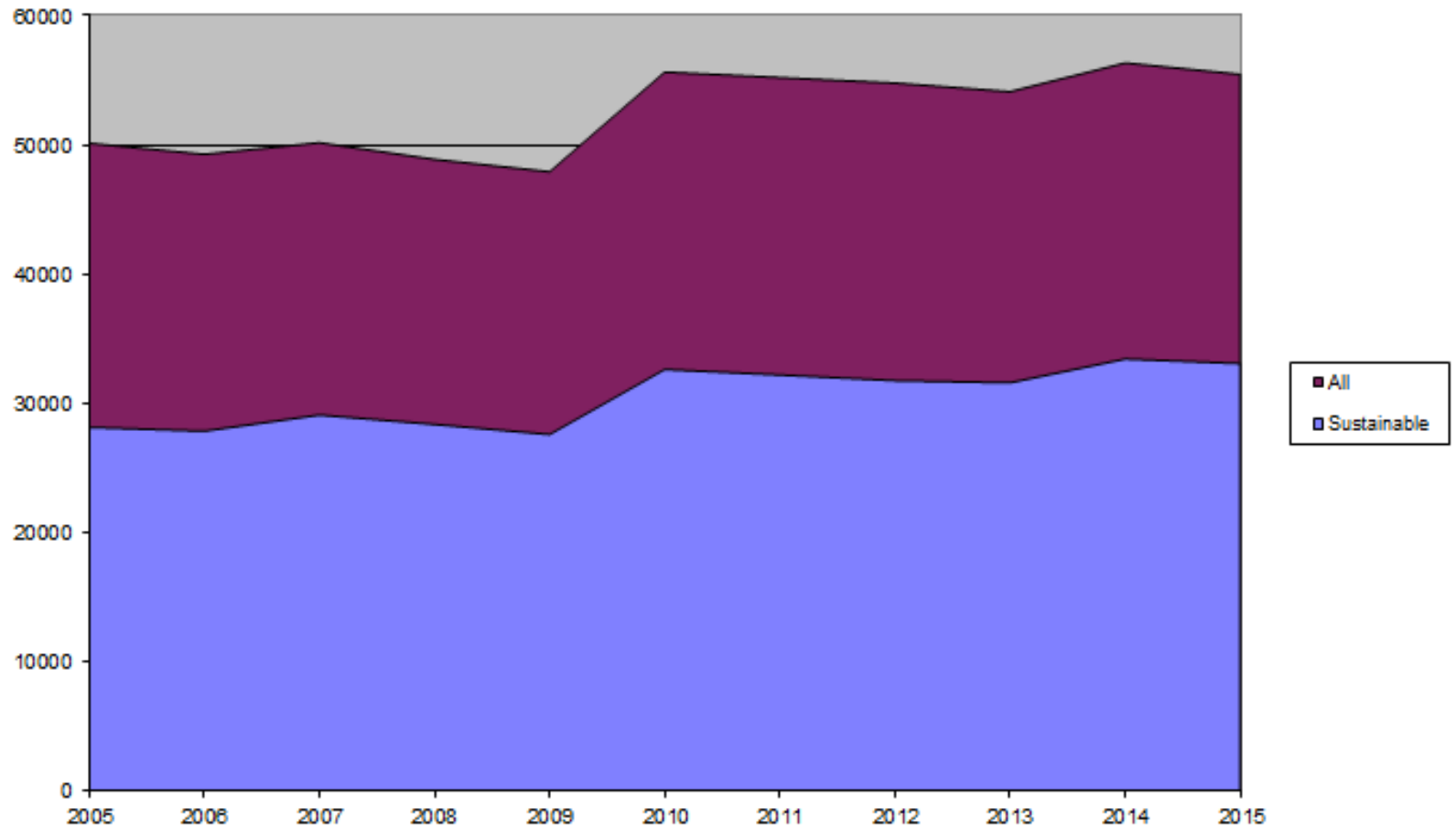
Page 50
Bradford All KSI

West Yorkshire KSI

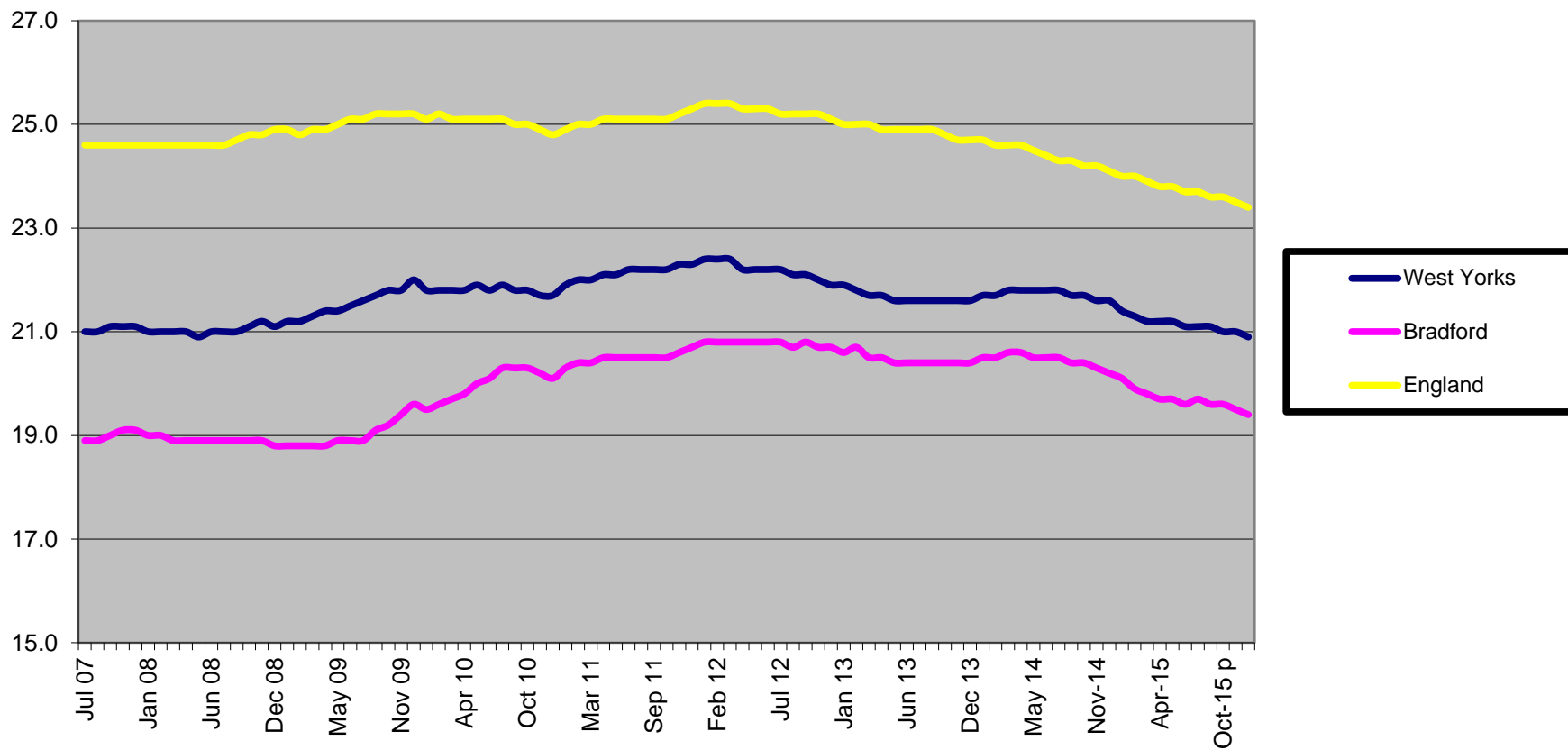
TRANSPORT & ACCESSIBILITY



Number of people recorded crossing the Bradford Cordon



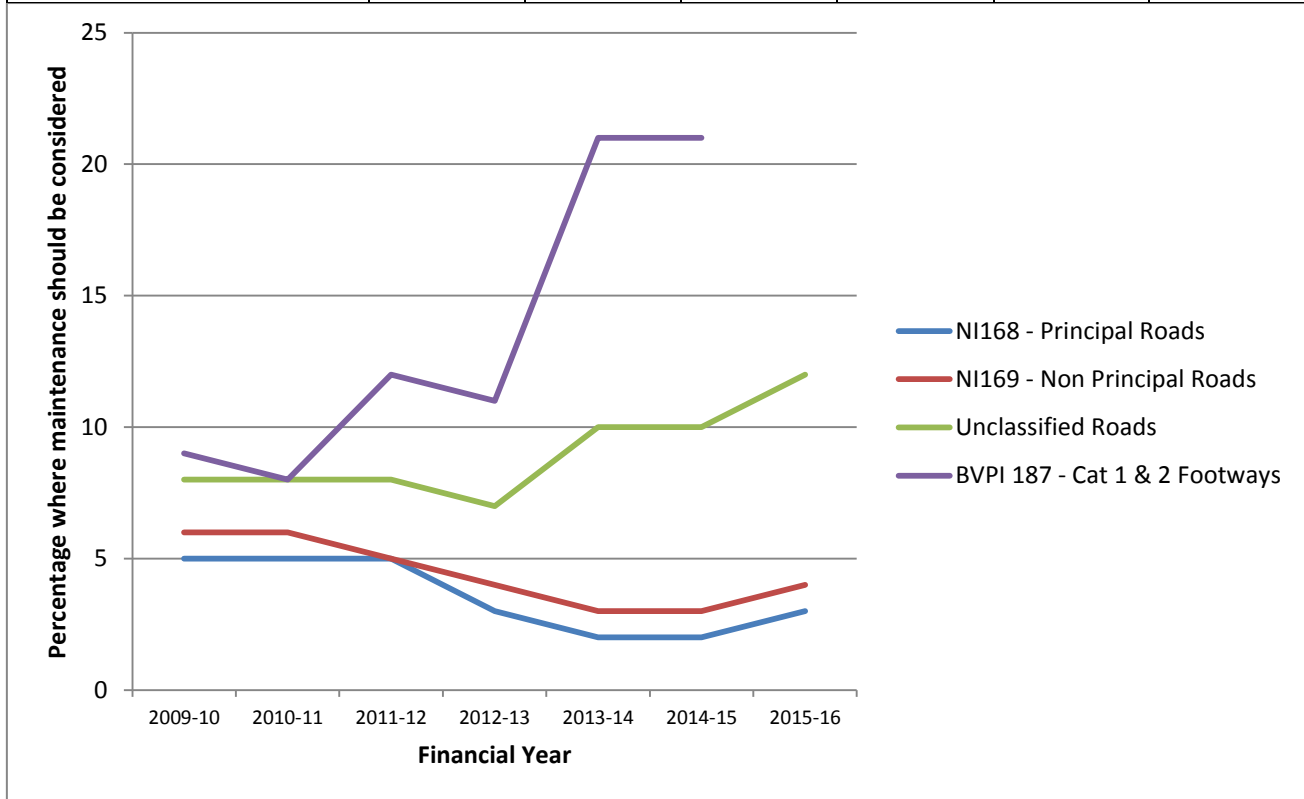
Average speed (MPH) on locally managed 'A' roads









HIGHWAYS ASSET MANAGEMENT

PERCENTAGE OF ROADS AND FOOTWAYS WHERE MAINTENANCE SHOULD BE CONSIDERED

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
NI 168 Principal Roads	5%	5%	5%	3%	2%	2%
NI 169 Non Principal Roads	6%	6%	5%	4%	3%	3%
BVPI 224b Unclassified Roads	8%	8%	8%	7%	10%	10%
BVPI 187 Cat 1 & 2 F/W's	9%	8%	12%	11%	21%	21%



LTP3 INDICATORS AND TARGETS

Key Indicator	Why is it important?	What are we measuring?	Baseline	Target
JOURNEY TIME RELIABILITY	The time taken to make a journey can vary significantly throughout the day and from day to day according to traffic conditions. This makes it hard to plan journeys and can add costs to businesses in terms of time and resource required to deliver goods and services.	Proportion (length) of the WY core bus / core highway network where journey time variability in the weekday morning peak period is equivalent to inter-peak conditions. Bus: From bus AVL data on LTP3 dark green bus network Car: From Traffic Master data on LTP3 dark orange network	Core bus Network 33% Core highway Network Not yet available	To increase the proportion of the network where peak journey time variability is equivalent to the inter peak. Bus: from 33% to 50% Car: Approach developed by March 2013 50%  33%
ACCESS TO EMPLOYMENT	A majority of people travel to work by car. If we are to reduce congestion we need to provide a good public transport alternative that gets people to work within a reasonable time.	% of working population able to access key employment centres across West Yorkshire within 30 minutes using the core public transport network. From Accession modelling of access to Super Output Areas with 1000+ jobs using 4+/hr bus services and stations with 2+/hr rail services.	67%	To increase the proportion from the baseline figure of 67% to 75% 75%  67%
MODE SHARE	West Yorkshire's population is forecast to rise by 11% by 2026. If we are to contribute towards reducing carbon we need to ensure that a greater % of journeys are made in sustainable ways. This will also help to reduce congestion and improve journey time reliability.	The total number of car journeys by WY people per year From National Travel Survey West Yorkshire data: 3 year sample	1458.2 million person car trips Non-car mode share 36%	To keep the total number of car trips at current (2011) levels To increase the proportion of trips made by sustainable modes from 36% to 42% 42%  36%
EMISSION OF CO₂ FROM TRANSPORT	Increasing the use of sustainable modes will help towards reducing carbon emissions, however, changes in vehicle efficiency and engine design will also have a significant impact.	Annual road traffic emissions of CO₂ across the WY local highway network (excludes Motorways). From DECC emissions data: CO ₂ emissions within the scope of influence of Local Authorities.	2611 kT CO ₂	To achieve a reduction of 30% between base year and 2026 in line with the national target. 2611 kT  1,828 kT
ALL ROAD CASUALTIES – PEOPLE KILLED OR SERIOUSLY INJURED	Significant enhancements in road safety have been achieved in West Yorkshire. We need to ensure that this trend is maintained and that the highway environment is safe for all users.	Number of WY road user casualties: Killed or Seriously Injured (KSI) From WY Police injury accident records	1084	To cut the number of KSI by 50% between the 2005-09 baseline and 2026 1,084  542
SATISFACTION WITH TRANSPORT	Customer satisfaction surveys tell us what people think of different aspects of West Yorkshire's transport network. They are a key measure of the quality of services being provided and can help identify areas where improvement is needed.	Satisfaction scores across a range of transport modes and facilities. From Metro's Tracker survey. The indicator combines satisfaction scores across modes (car, bus, rail, cycle, walk) and assets (bus stops, stations, rail stations, pavements, road conditions). Scored out of 10.	6.6	To increase the combined satisfaction score from 6.6 to 7.0 by 2017 To review thereafter. 7.0+  6.6

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Report of the Strategic Director (Regeneration) to the meeting of Environment and Waste Overview & Scrutiny Committee to be held on 29 November 2016

O

Subject:

Delivery of the West Yorkshire Local Transport Plan 3 (2011-2016) Implementation Plan

Summary statement:

This report outlines progress made in delivering the third West Yorkshire Local Transport Plan (LTP) during its fifth year of operation, with specific focus on the Bradford elements of the Plan, and arrangements for the development and initial delivery of the Single Local Transport Plan.

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Portfolio:

Housing, Planning & Transport

Overview & Scrutiny Area:

Environment & Waste

1. SUMMARY

- 1.1. This report outlines progress made in delivering the third West Yorkshire Local Transport Plan (LTP) during its fifth year of operation, with specific focus on the Bradford elements of the Plan, and arrangements for the development and initial delivery of the Single Local Transport Plan

2. BACKGROUND

- 2.1. The third West Yorkshire Local Transport Plan (LTP), which covers the years from 2011 to 2026, was approved by the then West Yorkshire Integrated Transport Authority (ITA) in March 2011.
- 2.2. The objectives of the plan are as follows:
- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
 - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
 - To enhance the quality of life of people living in, working in and visiting West Yorkshire.
- 2.3. To ensure an appropriate focus on delivery of the Plan is maintained it was split into a series of 3-year Implementation Plans (IPs), the second of which spanned the period April 2014 to April 2017. This report therefore covers the activities within IP2.
- 2.4. The development of IP2 during 2013 was set in context of uncertainties related to the Government's redirection of 44% of the LTP Integrated Transport Funding to the Single Local Growth Fund which was the subject of a bidding process. An Interim Implementation Plan 2 of the Local Transport Plan was therefore developed during 2013 and approved by the ITA in January 2014 to allow delivery of the Plan to commence in 2014 and was subsequently updated in the context of the Single Local Growth Fund allocation announcement made in July 2014.
- 2.5. It should also be noted that the changes in the way the DfT calculate annual Integrated Transport funding paid to authorities resulting in West Yorkshire receiving approximately £2m less funding per year (£13m rather than £15m) from 2015/16 onwards. This is because one part of the formula used by the DfT has changed to reflect numbers of casualties per kilometre of road rather than absolute numbers of casualties. This generally dis-benefits the Metropolitan areas and other conurbations and favours more rural authorities.

Progress on Implementation Plan 2 during 2014/15

- 2.6. Progress on the Integrated Transport capital schemes that have been, or are being implemented by the Council is shown in Appendix 1. Highway Asset

Management programmes are set on an annual basis and in recent years have been set by the Executive and the local Area Committees as appropriate in accordance with the delegation arrangements previously agreed. The update on delivery of the Highways Asset Management programme is subject of a separate report to this committee.

- 2.7. Further information about the work that has been undertaken in Bradford during 2015/16 through the LTP, and a number of related funding streams, is provided in Appendix 2.
- 2.8. LTP3, Implementation Plan 2 is delivered across the following themes:
- Assets
 - Network Management
 - Information
 - Cycling and Walking
 - Integrated Public Transport
 - Safer Roads
 - Bids and Leverage
 - Low Carbon Fuels and Technologies
 - Other (feasibility, monitoring and evaluation)

Details of the individual projects and programme areas included in the Implementation Plan are contained in Appendix 3.

3. OTHER CONSIDERATIONS

Other Transport Issues

Single Transport Plan

- 3.1. The West Yorkshire Combined Authority (WYCA) is developing a Single Transport Plan (STP) for West Yorkshire. The new plan will be a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and health economic growth.
- 3.2. The STP will update the current West Yorkshire Local Transport Plan and will set out a step changing in the quality and performance of the transport system in West Yorkshire. The STP will be based around five core principles:
- **One system, High Speed Ready** – delivering a 'metro style' public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood.
 - **Place Shaping** – Making cities, towns and neighbourhoods more attractive places to live, work and invest with an emphasis on road safety, air quality, the image of places and the health of residents.
 - **Smart Futures** – Exploiting technology to improve the customer experience and assist effective management of the transport system.

- **Inclusion** – to create a high level of access by public transport in urban areas and increasing the range of transport options for travel including car clubs, car sharing schemes, taxis etc. linked into the development of local transport hubs.
- **Asset Management** – Maximising value for money in maintain the transport system for future generations.

Together with the cross-cutting principle of **minimising carbon emissions and environmental impacts** of transport.

- 3.3. The second phase of consultation on the development of the STP ran from 18 July – 21 October 2016 and are currently being analysed before being subject to a full independent review to identify if any changes are required to the plan before consideration for adoption by the West Yorkshire Combined Authority. Details of the latest iteration of the plan are available from the West Yorkshire Combined Authority's website (<http://www.westyorks-ca.gov.uk/stp-survey/>)

West Yorkshire+ Transport Fund

- 3.4. In July 2014 the Government announced that WYCA had uniquely secured funding to establish a £1bn West Yorkshire+ Transport Fund. The fund will target reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas. Details of the schemes within the Bradford District are subject to a separate report to this committee.

Air Quality

- 3.5. The impact of transport on Air Quality is of significant public health concern. The District has four declared Air Quality Management Areas and a large number of other locations are thought to be at or close to exceedance levels. Particulate air pollution has been assessed by Public Health England as being responsible for 5.3% of all deaths in the Bradford district, or approximately 222 deaths in the 25+ age range every year. The health costs associated with this in Bradford are >£150m/pa.
- 3.6. The UK is currently facing infraction proceedings from the EU due to failure to meet air quality targets. It has been confirmed that Brexit will not result in a 'watering down' of air quality legislation and that all EU legislation relating to air quality will be transposed into UK law. In December 2015 Government announced that Leeds would be one of five cities which would have a mandated Clean Air Zone (CAZ) imposed in order to improve air quality to meet legal limits. A recent High Court case (2nd November 2016) ruled that Government had failed to take the required action to improve air quality and that the plans made in December 2015 were woefully inadequate and based on over optimistic modelling (which did not take into account the findings of the recent VW scandal amongst other things). The UK Government has announced it will not appeal the decision. It is likely this will lead to additional action, including more CAZ in further cities. There is an additional 23 cities which are likely to require CAZ, it is understood that Bradford is likely to be

one of them.

- 3.7. The health impact of air quality on the Bradford population and the potential of fines being imposed by the EU are a serious concern for the Council and the importance of encouraging more sustainable modes of travel and addressing congestion issues that impact on air quality cannot be overstated. A Low Emission Strategy (LES) for Bradford has already been developed and was adopted in November 2013 (the 2nd in the UK). Bradford Council has project managed development of West Yorkshire Low Emission Strategy in collaboration with the other four local authorities, WYCA and Public Health England. The strategy has undergone public consultation and will go to the Council Executive for approval on the 6th December 2016.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The measures being undertaken by the Council and its partners through the Local Transport Plan are being delivered from the Capital and Revenue funding and staff resources available.
- 4.2. Parts of the Planning, Transportation & Highways service were placed under significant pressure as a result of the 2015 Boxing Day floods both in the immediate aftermath and continuing into the end of the 2015/16 financial year and beyond. In response to the floods staff resources were reallocated to work on delivery of urgent repairs rather than delivery of existing programmes of works. This necessary redirection of resources has therefore delayed progress on a number of programmes during the 2015/16 financial year including Challenge Fund, LTP schemes, general maintenance activities and post-flood response programmes. This situation has continued into the 2016/17 financial year.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. Both the Council and the West Yorkshire Combined Authority (WYCA) have well developed processes to manage risk in a timely and effective manner. The programmes included in this report are subject to these processes.

6. LEGAL APPRAISAL

- 6.1. The programmes of work identified in this report are being implemented through the Council's role as Highway and Traffic Regulation Authority and the WYCA's role as Transport Authority.

7. OTHER IMPLICATIONS

7.1. Equality & Diversity

- 7.1.1. The public sector equality duty in s149 of the Equalities Act applies to the Council in the exercise of its functions. Those functions will include most, if not all, of the proposals and other measures referred to in this report.

- 7.1.2. The duty is to "have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under [the

2010 Act], (b) advance equality of opportunity between persons who share relevant protected characteristic and persons who do not share it, [and] (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it". In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to participate in public life. It also includes taking steps to take account of disabled persons' disabilities and makes it clear that compliance with the duties "may involve treating some persons more favourably than others".

7.1.3. The duty is "to have regard" which means such regard as is appropriate in the circumstances. The duty and its effect are wide-ranging and this is also reflected in the definition of relevant protected characteristics which are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex or sexual orientation.

7.1.4. It is evident that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one or more of the relevant protected characteristics. Some of these were identified in the Integrated Sustainability Assessment undertaken on LTP3 as identified in a report to Executive on 18 March 2011 – Transport Delivery Plan 2011/12 (paragraphs 9.1.2 to 9.1.7).

7.1.5. The factors covered in the ISA are narrower than the definitions of relevant protected characteristics in s149 and the duty under that section itself. Due to the nature of this report it is not possible to provide any form of detailed equality impact assessment of specific schemes. However, officers will ensure that a specific assessment is carried out as part of the preparatory work for each programme or scheme as appropriate and, as far as practicable, is taken into account in the design of each scheme with Members being consulted if issues arise which either cannot be addressed, or can only be addressed with difficulty or excessive cost, as part of the programme or scheme.

7.2. Sustainability Implications

The ISA considered that there were mixed implications on sustainability with neutral impacts on noise, townscape and landscape, heritage and water. Air quality, material assets, health and the economy would be benefitted by the strategy whilst biodiversity, flora, fauna could suffer minor adverse impacts dependent upon the details of the schemes implemented.

7.3. Greenhouse Gas Emissions Impacts

The ISA suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with LTP3 proposals (compared with a 'do-minimum' scenario).

7.4. Community Safety Implications

Safety and Security of the Transport Network is a key consideration for LTP3. One of the key objectives is to 'deliver an integrated, reliable transport system that enables people and goods to move around as efficiently and safely as possible'. The ISA concluded that there would be benefits from the plan in terms of reducing deaths and injuries from collisions. The LTP Implementation Plans include projects and schemes to improve safety and reduce casualties on the highway network as well as improving personal security on the public transport network.

7.5. Human Rights Act

Human Rights implications are taken into account in the development of individual schemes.

7.6. Trade Union

There are no trade union implications associated with this report.

7.7. Ward Implications

The wards in which the measures described in this report are implemented will generally benefit from the improvements. Appropriate consultation has, and will continue, to take place with Ward Members and local communities during the development of individual projects.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1. The Committee could support the recommendation that progress on the West Yorkshire Local Transport Plan 3 be noted, feedback be provided to officers and that a further progress report on these issue be submitted in Autumn 2017.

9.2. The Committee could suggest an alternative approach to receiving reports on this issue in the future.

10. RECOMMENDATIONS

10.1. That progress on West Yorkshire Local Transport Plan 3 be noted and feedback to officers be provided by the Committee.

10.2. That a further report on the progress of the final year of the West Yorkshire Local Transport Plan 3, Implementation Plan 2 be submitted to this committee in Autumn/Winter 2017.

11. APPENDICES

- 11.1. Appendix 1 – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017) Bradford Integrated Transport Capital Programme – Progress Report.
- 11.2. Appendix 2 – Examples of Transport Projects and Initiatives Delivered in 2015/16.
- 11.3. Appendix 3 – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017)
- 11.4. Appendix 4 – Glossary of Terms and Abbreviations

12. BACKGROUND DOCUMENTS

- 12.1. Report to Environment and Waste Overview & Scrutiny Committee 28 March 2014, "My Journey' West Yorkshire Local Transport Plan 2011-2026 Progress Report.
- 12.2. Report to Executive 12 March 2013, Transport Delivery Plan 2013/14
- 12.3. Report to Executive 18 March 2014, Transport Delivery Plan 2011/12
- 12.4. 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 12.5. West Yorkshire Local Transport Plan 3 Integrated Sustainability Appraisal
[http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_\(Final\)_130716_V2.0.pdf](http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_(Final)_130716_V2.0.pdf)
- 12.6. West Yorkshire Local Transport Plan 3 Integrated Sustainability Appraisal (Technical Appendices)
[http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_Appendices_\(Final\)_130716_Rev2.0.pdf](http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_Appendices_(Final)_130716_Rev2.0.pdf)

APPENDIX 1

**WY LOCAL TRANSPORT PLAN 3 – IMPLEMENTATION PLAN 2 (2014-2017)
BRADFORD INTEGRATED TRANSPORT CAPITAL PROGRAMME – PROGRESS
REPORT**

Description	Comments
Network Management	
Improved Data Network	Rolling programme of upgrades and improvements to the Council's wireless network infrastructure throughout the District.
Improved Signals Operation	Rolling programme of schemes to upgrade existing traffic signal installations including works at: - Bradford Road / Otley Road "The Branch" - Church Street / Brook Street (part finished – completion in 2016/17 financial year). - A65 Leeds Road / Lower Wellington Road – (completion in 2016/17 financial year). - Bradford Road / Granby Lane - Tong Street / Knowles Lane - Bierley Roundabout
Traffic Signals Maintenance	Rolling programme of maintenance upgrades to existing junction locations to improve safety and efficiency and reduce on-going maintenance costs - complete
Freight	Feasibility study into potential HGV freight park in Bradford South – complete.
Safer Roads	
KSI Casualty Reduction Programme	On-going programme of schemes mostly delivered by the end of 2015/16 with any remaining schemes being delivered in Q1, 2016/17.
Locally determined traffic management programme	On-going programme of schemes mostly delivered by end of 2015/16 with any remaining schemes being delivered in 2016/17.
Low Carbon Fuels and Technologies	
Air Quality Monitoring	Monitoring being undertaken at 7 sites across the district.
Integrated Public Transport	
Bus Lane Enforcement Cameras	Rolling programme of continuing IP1 programme supporting deployment of bus lane enforcement camera at priority locations.
Bus Hotspots – Delivery and Feasibility	Great Horton Road - introduction of traffic light priority at junctions. Odsal Roundabout – bus gate on Rooley Lane approach and additional traffic light priority.
Low Moor station	Scheme currently on-site but subject to delays due to discovery of unrecorded mine workings.
Cycling & Walking	
CCAG – City Connect superhighway (Bradford & Leeds)	Scheme currently completed and operating. Currently in monitoring phase.

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Description	Comments
CCAG2 – City Connect superhighway (Bradford)	Bradford aspect of project in development for Canal Road to city centre is currently in detailed design following approval of the scheme principles by Executive.

APPENDIX 2

EXAMPLES OF TRANSPORT PROJECTS AND INITIATIVES DELIVERED/COMMENCED IN 2014/15

A2.1 Local Transport Plan – Implementation Plan 2 Schemes

The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence lead approach based on casualty rates. The Traffic & Road Safety teams also work with local communities through forums, community groups and day-to-day contact with local residents to assist the Area Committees in determining where the problems and community priorities are.

In addition to Traffic Measures and Casualty Reduction schemes, the Area Committees also have responsibility for Disabled Persons Parking Places, access improvement schemes (e.g. dropped kerbs etc.), local public transport infrastructure (e.g. raised kerbs at bus stops, bus build-outs), safer routes to schools and cycling initiatives

The Safer Roads schemes therefore not only seek to reduce the incidence of road traffic collisions and thereby the occurrence and severity of associated casualties, but to improve accessibility and encourage sustainable transport i.e. walking, cycling and public transport use. Examples of schemes delivered through this programme in 2015/16 include: -

- Manningham Lane/Bowland Street, Manningham – A mini-roundabout and associated signing and lining improvements including modifications to the adjacent bus lane signing. A casualty reduction scheme which is already demonstrating a significant reduction in the rate of collisions.
- Various sites in the Bradford South constituency – 20mph zones outside schools.
- Undercliffe Lane, Undercliffe – A zebra crossing in close proximity to a large school site at a location where there have been a number of recorded pedestrian casualties in recent years.
- Carnegie Drive, Shipley– A parking management scheme to reduce conflict between residential and commuter parking adjacent to the railway station
- Oakworth Road, Keighley – Vehicle Activated Signs to address community concerns with an identified issue of excessive vehicle speeds.

Traffic signal refurbishment at 7 sites including:

- School Street / Drake Street Puffin
- John Street / James Street Puffin
- Westgate / Drewton
- Wakefield Road Gyratory
- Haworth Road / Cellow Grange Puffin
- Southfield Road / Hutton Road Puffin
- Replacement poles at Thornton Road / Whetley Lane

APPENDIX 2

More efficient traffic signal control at 7 sites including:

- Bradford Road / Otley Road "The Branch"
- Church Street / Brook Street (part finished – completion in 2016/17 financial year.
- A65 Leeds Road / Lower Wellington Road – completion in 2016/17 financial year.
- Bradford Road / Granby Lane
- Tong Street / Knowles Lane
- Bierley Roundabout

16 Variable Message signs to provide driver information and improvement management of the network at:

- Clayton Road near Lidget Terrace
- Rooley Avenue near Bude Street
- Tong Street near Proctor Street
- Leeds Road near Hawthorne Street
- Leeds Old Road near Rushton Avenue
- Harrogate Road near Tenterfields
- Vms Rooley Avenue near Bude Street
- Leeds Road near Station Road Shipley
- Toller Lane / Duckworth Lane
- Wakefield Road
- Barkerend Road near New Otley Road
- Leeds Road / Seymour Street
- Manchester Road near Hawkshead Street
- Manningham Lane near Cornwall Street
- White Abbey Road near Gracechurch Street
- Thornton Road near / Gratton Road

9 Variable Message signs to provide car park (Broadway Development) and driver information and improve management of the network at:

- Barkerend Road near Nuttall Road
- Canal Road near Kings Road
- Chester Street
- Leeds Road near Gobind Marg
- Manchester Road near Park Road
- White Abbey Road near Drewton Road
- Thornton Road near Fulton Street
- Manningham Lane near Drewton Road
- Wakefield Rd near Hall Lane

7 Variable message signs to provide driver information and improve management of the network at:

- Bradford Road / Otley Road ("The Branch")

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Upgrading of Safety Cameras to the latest digital technology to improve efficiency;

Continuation of development work on Low Moor Station by WYCA and Bradford Council including:

- Remedial treatment to un-recorded mine workings / mineshafts.
- Completion of the off-site highway works in advance of works on the main station facility commencing in order to discharge highway related.
- Completion of the station infrastructure.

Highways Asset Management activities associated with Highway Maintenance and Street Lighting are subject to a separate report to this committee on these activities.

A2.2 Leeds Rail Growth Package (Apperley Bridge Station)

Construction of the new station commenced in Summer 2014 and works were substantially completed in September 2015 including construction of the new Park and Ride facility, access road and traffic signal junction. Since opening the patronage of the station has exceeded predicted levels and is now well used throughout the working day.

A2.3 Department for Transport Cycle City Ambition Grant (CityConnect)

WYCA, Leeds City Council and Bradford Council were successful in securing £18.052m to support the construction of a high quality cycle route from east of Leeds to Bradford City Centre together with associated traffic management measures in the corridor and tow path improvements between Armley and Shipley. A further funding bid secured £250,000 for walking encouragement activities in the corridor.

Design work was completed in early 2015 and the new cycle route was completed and opened to the public in June 2016. Improvement works are continuing over the maintenance period with anticipated completion in 2017.

A2.4 Department for Transport Cycle City Ambition Grant (CityConnect 2)

WYCA and Bradford Council have secured £2.508m for the construction of the Bradford Canal Road Corridor Scheme, a segregated cycle super highway between Bradford and Shipley. Design work is being carried out in 2016 and construction works are expected to commence in 2017 with anticipated completion in 2018.

A2.5 Challenge Fund Retaining Walls on A6034, A629 and A6033

The Department for Transport have award a grant contribution to the Council of £3,356,000 over 3 years to deal with urgent structural maintenance on

APPENDIX 2

three principal roads, A6034, A629 and A6033. The allocation within 2015/16 equated to £1,138,000. However, due to the demands arising from the Boxing Day floods of 2015 expenditure of only £308,217 was achieved by the end of 2015/16. In light of the unprecedented challenge arising from dealing with issues caused by the Boxing Day floods a concession in relation to carry forward of funding into the 2016/17 financial year was given by the Department.

A2.6 Safer Roads Initiatives

Practical Pedestrian Training

The practical pedestrian training programme has been delivered in 59 with 3250 pupils receiving training which is up from last years' performance of 51 schools with 2,515 pupils. The programme is a positive contribution to health and sustainable travel.

Primary School Plan

Similarly, the Primary School Plan has been delivered in over 99 schools reaching 26,710 children which is up from last years' performance figures of 89 schools reaching 22,417 children.

Children's Centres and Madrassas

Information has been circulated to 66 Madrassas and 51 Children's Centres in June (2015) for Child Safety Week and October 2015 for the Be Bright Be Seen campaign.

Secondary Schools

Theatre in Education has been delivered in 20 schools to pupils in year 7 and 8. All secondary schools in the district have received pre-driver information for pupils in Year 12/13.

Priority Ward Area Work

The Road Safety Team has worked with key partners to address road safety casualties in the City, Manningham, Bolton and Undercliffe, Bradford Moor, Little Horton, Toller, Bowling and Barkerend and Keighley Central wards. Activities have focused on community engagement, empowerment and ownership to reduce casualties.

Publicity

Drivers, passengers, adult cyclists, motorcyclists and pedestrians are targeted through publicity activities. Press releases, radio, social media, JC Decaux boards and leaflets are used to put out key messages related to seat belt wearing, speed, the use of mobile phones, drink driving, distractions and awareness of other road users.

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The Road Safety Team work with the other West Yorkshire and Yorkshire and Humber authorities on publicity campaigns and support the Government's 'Think' campaigns.

The West Yorkshire Safer Roads Delivery Group has continued to promote the Look Out message through radio, bus backs and street talk media. The campaign encourages all road users to share the roads safely and to look out for each other.

A2.7 Workplace Travel Plans

Workplace travel planning remains a key priority in engaging employers and their staff on the benefits of sustainable travel options. The new Local Plan & Infrastructure team, which comprises the previous Transport Planning team, continue to comment on Travel Plans associated with new developments as well as working with existing employers to ensure that the best possible travel opportunities are made available to staff across the District.

A2.8 Electric Vehicle Charging Points

In January 2015 the Council was selected to take part in the OLEV (Office for Low Emissions) / ULEV (Ultra Low Emission Vehicle) Readiness Project. 7 Nissan eNV200 vans and 2 Nissan Leaf electric pool cars have been adopted on 2-3 year leases, replacing older diesel fleet. Electric vehicle chargers were installed to facilitate vehicles at Harris Street, Stockbridge Depot and McMillan Tower. Highway officers, social workers, mail delivery and parking services have adopted the vehicles which produce zero tailpipe emissions. The project has enabled reduced running costs and improved local air quality impact.

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**WEST YORKSHIRE LOCAL TRANSPORT PLAN
IMPLEMENTATION PLAN 2014-17**

Notes:

For simplicity, specific programmes/projects in neighbouring Districts have been omitted from the table below.

West Yorkshire wide programmes / projects are shown in ***BOLD ITALICS***

	Profiled capital costs			
	2014/15	2015/16	2016/17	3 year total
Highway Asset				
<i>Highway surfacing / reconstruction</i>	15,458,000	19,000,800	17,419,000	51,877,800
<i>Bridges, structures and retaining walls</i>	6,662,000	8,188,900	7,507,200	22,358,100
<i>Street lighting.</i>	1,646,000	2,023,300	1,854,800	5,524,100
TOTAL HIGHWAY ASSET				79,760,000
TOTAL HIGHWAY MAINTENANCE BLOCK				79,760,000
Public Transport Asset				
<i>Smart 5 refurbishment to extend asset life</i>		100,000	1,700,000	1,800,000
<i>Bus shelter programme – 30 shelters per year</i>	250,000	250,000	223,000	723,000
TOTAL PUBLIC TRANSPORT ASSET				2,523,000
Network Management				
<i>Improved Data Communications Programme</i>				
Bradford – Bluetooth vehicle detectors for journey times	2,100	13,600	61,000	76,700
Bradford – Equipment for UTMC control			41,000	41,000
Bradford – Wi-Fi improvement at 160 sites	82,300	137,800	49,000	269,100
Bradford – Remote monitoring of sites	52,700	800	9,000	62,500
<i>More Efficient Traffic Signal Control Programme</i>				
Bradford – Manningham Lane / Drewton Road	76,100			76,100
Bradford – Chester Street / Little Horton Lane	49,900			49,900
Bradford – Toller Lane / Haworth Road	43,200			43,200
Dudley Hill Roundabout		8,900		8,900
Tong St/Knowles Lane		33,600		33,600
Church St/Brook St		11,300	12,000	23,300
Bradford Rd/Granby Lane		21,700		21,700
Bierley Roundabout		79,200		79,200
Leeds Rd/Lower Wellington Rd		13,400	21,000	34,400
The Branch, Bradford Rd		44,400		44,400
Bradford Rd/Kirkgate			46,000	46,000

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Halifax Rd/Thornton Rd			27,000	27,000
Leeds Rd/Crag Rd			34,000	34,000
Manor Row/Upper Piccadilly			23,000	23,000
Otley Rd/Valley Rd			36,000	36,000
South St/Worth Way			23,000	23,000
Thornton Rd/Preston St			20,000	20,000
<i>Variable Message Signs Programme</i>				
Bradford – Common Database Works	500			500
Bradford – New Information Signs – Westfield Development		356,500	43,500	400,000
Bradford – New Information Signs – Inter Area Strategic Routes			80,000	80,000
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,500			32,500
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,700			32,700
<i>Traffic Signals - Asset Management Programme</i>				
Bradford – Replacement of Obsolete Traffic Signal Poles & Controllers	141,800	23,600	25,000	190,400
Manor Row/Upper Piccadilly		21,300	34,000	55,300
Wakefield Rd Gyratory		85,400		85,400
Haworth Rd/Chellow Grange		30,900		30,900
Southfield Lane/Hutton Road		3,400		3,400
Bradford Rd/Avondale Rd			16,000	16,000
Bradford Rd/Aireville Ave Puffin			15,000	15,000
Canal Rd/Hillam Rd			15,000	15,000
Clifton Place Puffin			15,000	15,000
Killinghall Rd/First Ave Puffin			17,000	17,000
Manchester Rd/Croft St			50,000	50,000
Manchester Rd/St Stephen's Rd			64,000	64,000
Shipley Fields Rd Puffin			15,000	15,000
Bradford – HGV Park – feasibility	5,000	1,000	94,000	100,000
TOTAL NETWORK MANAGEMENT				2,384,700
Information				
Smartcards	1,272,000	400,000		1,672,000
Transport Data management		475,000	425,000	900,000
Multi-modal, hubs, disruption information, web portal		575,000	525,000	1,100,000
Bus real-time evolution	108,000	356,000	536,000	1,000,000

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TOTAL INFORMATION				4,672,000
Cycling and Walking				
<i>CCAG City Connect superhighway (Bradford & Leeds)</i>		7,500,000	0	7,500,000
<i>CCAG2 City Connect superhighway (Bradford)</i>		171,500	800,300	971,800
<i>Cycling Schemes</i>	0	1,000,000	1,000,000	2,000,000
TOTAL CYCLING & WALKING				10,471,800
Integrated Public Transport				
<i>Bus Quality Contract / Bus Quality Partnership development</i>	100,000	1,000,000	266,000	1,366,000
<i>Hubs 'lite'- up to 27 sites, various locations, light touch treatment (-totem, enhanced information including real time, improved signage)</i>	752,000	435,000	150,000	1,337,000
<i>Low Moor Rail Station</i>	1,442,000	7,932,000	595,000	9,969,000
<i>Bus Hotspots</i>	441,000	150,000	150,000	741,000
TOTAL INTEGRATED PUBLIC TRANSPORT				13,413,000
Safer Roads				
<i>Bradford KSI Casualty Reduction including locally determined traffic management</i>	455,600	838,500	1,476,900	2,771,000
<i>WY Safer Roads Support</i>	66,000	66,000	68,000	200,000
TOTAL SAFER ROADS				2,971,000
Bids and Leverage				
<i>Local LTP match for funding bids. Non-rail projects e.g. Local Pinch Points, Cycle City Ambition etc (*dependent on external funding opportunities)</i>	179,000	180,000	941,000	1,300,000
TOTAL BIDS AND LEVERAGE				1,300,000
Low Carbon Fuels				
<i>Bradford – up to 8 twin charging points, match funded by the Health Authority</i>	7,500	30,000		37,500
<i>Air Quality Monitoring</i>		33,000		33,000
TOTAL LOW CARBON FUELS AND TECHNOLOGIES				70,500
Other				
<i>LTP Feasibility</i>	166,000	167,000	167,000	500,000
TOTAL OTHER				500,000
TOTAL INTEGRATED TRANSPORT BLOCK				37,334,200

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GLOSSARY OF TERMS AND ABBREVIATIONS

Bike It	Cycling encouragement programme delivered by Sustrans in schools
Common Database	A 'live' database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
HS2	High Speed 2 Rail Link between London and Manchester / Leeds
HS3	High Speed 3 Rail Link running east-west connecting Liverpool to Hull via Manchester and Leeds.
Hub	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
ISA	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
KSI	Killed and Seriously Injured Road Casualties
LED	Light Emitting Diode Lighting – energy efficient lighting equipment.
LES	Low Emission Strategy
LSTF	Local Sustainable Transport Fund
LTP / IP1 / IP2	Local Transport Plan / Implementation Plan 1 / Implementation Plan 2
MOVA	Micro Processor Optimised Vehicle Actuation – a sophisticated traffic signal operating system that responds to changes in traffic flow by altering green light durations and signal cycle times.
OLEV	Office for Low Emission Vehicles
PRN	Principal Road Network – highways identified as serving the strategic needs of the nation.
RailPlan7	The current rail planning document for West Yorkshire

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TLP	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
Urban Traffic Management Control / UTMC / UTC	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.
WYCA	West Yorkshire Combined Authority
WY+TF	West Yorkshire Plus Transport Fund.

Report of the Strategic Director (Regeneration) to the meeting of Environment and Waste Overview & Scrutiny Committee to be held on 29 November 2015

P

Subject:

West Yorkshire Combined Authority

Summary Statement:

This report updates the Committee on West Yorkshire Combined Authority activities in relation to developing and delivering the projects of the West Yorkshire Plus Transport Fund (WY+TF), with specific focus on the Bradford elements of the programme, and examines the implications of a recent review of project delivery across West Yorkshire by the Combined Authority.

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Overview & Scrutiny Area:

Environment & Waste



1. SUMMARY

- 1.1 This report updates the Committee on West Yorkshire Combined Authority (WYCA) activities in relation to developing and delivering the projects of the West Yorkshire Plus Transport Fund (WY+TF), with specific focus on the Bradford elements of the programme, and examines the implications of a recent review of project delivery across West Yorkshire by the Combined Authority.

2. BACKGROUND

- 2.1 WYCA was formally created on the 1st April 2014 and brings together Bradford, Calderdale, Kirklees, Leeds, Wakefield and York councils and the Leeds City Region Enterprise Partnership (LEP) as a local government body and unified force for economic growth. In doing so it supports local prosperity, wellbeing and resilience. WYCA works with private and public sector partners to raise the quality of life across the sub and city region through business growth, job creation, a trained and skilled workforce and the building of new and affordable homes, underpinned by a modern, integrated transport network.
- 2.2 WYCA has a legal duty to maintain a Local Transport Plan for West Yorkshire. The Local Transport Plan 2011-26 with its current Implementation Plan provides the core focuses on transport matters with work underway to create a Single Transport Plan for 2021-2036 further details of which are subject to a separate report to this committee.
- 2.3 WYCA together with the LEP are also contributing to a range of Northern and Transpennine developments including Transport for the North (TfN). TfN is a partnership with the government and city regions in the North, Highways England, Network Rail and the company that is to create the next phase of High Speed Rail infrastructure (HS2). Rail North is the new rail franchising partnership between the government and the northern transport authorities. Department for Transport and Rail North are in the process of re-letting the Northern and Transpennine Express Rail franchises to commence in 2016. Strategic rail issues e.g. Calder Valley Electrification, Long Term Rail Strategy, Franchising Proposals, HS2 and HS3 development are key areas of activity. The Connecting the Northern Powerhouse Blueprint was published in August 2015 and the Council is undertaking further development work on the following priorities for the City:
- a) Bradford's positioning as a transport hub and maximising benefits from High Speed Rail & East-West connectivity;
 - b) Rail North & reaffirming the case for Calder Valley Line electrification;
 - c) Improved connectivity to the airport via a rail / tram train link; and
 - d) DfT / Rail North new Northern and Transpennine Express franchises February 2016.

Bradford Council officers are actively lobbying at both a city region level and wider Transport for the North arena for a stop in Bradford city centre.

2.4 As part of the City Deal settlement with Government in July 2012 a £1bn Transport Fund was established which has the potential to:

- a) Generate significant additional economic investment that would deliver jobs in the short and long term;
- b) Enhance connectivity to, from and within West Yorkshire;
- c) Establish a fully integrated transport system for West Yorkshire; and
- d) Substantially reduce dependence on central funding, giving local communities and businesses a surety over a 10 year programme of Major Transport Schemes.

3. OTHER CONSIDERATIONS

3.1 The following paragraphs provide detailed progress on WY+TF projects which are specific to the Bradford District:

Harrogate Road / New Line Junction (Greengates)

3.2 This project is the most advanced of the 'early win' projects within the Bradford District. The single option selection approval (Gateway 1) was achieved on 12 December 2014 with WYCA and confirmed by the Council's Executive in January 2015, since then progression of detailed design and refinement of the business case to Gateway 2 has commenced. An overview of the Gateway Approval process is included in Appendix 1.

3.3 A key part of the Gateway 2 application is confirmation that all statutory powers and processes have been completed and are in place to confirm that the project's delivery is viable. These processes include securing of planning permission and confirmation that the ownership of all land required for the junction proposal is in the Council's control – either by negotiation or via CPO powers.

3.4 Negotiations with affected land and property owners are now at an advanced stage with initial offers being made to those interested parties indicating a preference to negotiate terms with the Council's by land agents Axis Properties. In December 2015 the Council's Executive approved the preparation of a Compulsory Purchase Order and Side Roads Order for the scheme and currently the respective applications are being compiled for submission to the Secretary of State early in 2017.

3.5 A recent public consultation exercise has been carried out with the local community by Counter Context Ltd on behalf of the Council using both dedicated web site information and information packs which were circulated in the local community culminating in public drop in events where comments were sought. Work is now on-going reviewing the information obtained from this

exercise to identify any further changes which may be necessary to the proposals prior to the submission of a formal planning application in December 2016.

- 3.6 Detailed design of the junction arrangement is progressing with a design team incorporating specialists from Urban Traffic Control (UTC), Street Lighting, Landscape and Conservation and Highways Structures each of which are engaged in preparation of their aspects of the scheme proposals.
- 3.7 In light of the potentially complex CPO requirements for this project it is now expected that this project will be delivered by Q4, 2018/2019 as CPO processes conservatively add 12 to 18 months onto the project programme. Whilst the CPO processes have added additional activities to the programme and extended the anticipated completion date into Q4, 2018/2019 the scheme remains on target for delivery prior to 2019 as originally advised to WYCA.

Hard Ings Road Improvement Scheme, Keighley

- 3.8 This project has similarly progressed through the Gateway 1 process and is now progressing through to submission of its Gateway 2 Outline Business Case. Unlike the Harrogate Road / New Line junction proposal this scheme does not require formal planning permission as the scope of the scheme falls within permitted development rights under the Highways Act 1980. Despite not requiring planning permission this project does require a number of parcels of land to be acquired through negotiation.
- 3.9 The scheme involves widening of Hard Ings Road between the Bradford Road and Beechcliffe roundabouts with modification of existing access rights onto the A650 at this location from various business interests.
- 3.10 Similar to the Harrogate Road / New Line project a recent public consultation exercise has been carried out with the local community by Counter Context Ltd on behalf of the Council using both dedicated web site information and information packs which were circulated in the local community culminating in public drop in events where comments were sought. Work is now on-going reviewing the information obtained from this exercise to identify any further changes which may be necessary to the proposals prior to the submission of any CPO/SRO application to the Secretary of State.
- 3.11 Negotiations with affected land and property owners are again being facilitated by Axis Properties who have been appointed to act as property and land agents to this project and are at an advanced stage. As previously reported to this committee indications are that there are two affected parties who would not enter into private treaty negotiations due to objections to the scheme and therefore the likelihood of a potential CPO situation is now certain. The necessary approvals to pursue CPO and SRO applications with the Secretary of State were obtained from the Council's Executive in early 2016.
- 3.12 The widening proposals on Hard Ings Road also impact the allotments which are administered by Keighley Town Council as an alternative to widening on the

Victoria Park (southern) side of Hard Ings Road. Keighley Town Council have been supportive of the proposals and have successfully made the application to the Secretary of State to approve the disposal of allotment land necessary for the scheme. Arrangements are currently being progressed by the Council's legal team to complete the conveyance of the land in advance of the submission of the CPO / SRO application.

- 3.13 In light of the potential CPO requirement on this project it is now expected that CPO processes may take up to 12 months to complete given the scope of land assembly required and that consequently this project will be delivered by Q3, 2018/19. Again, this project remains on track for delivery prior to the 2019 review.

A650 Tong Street Corridor Improvements

- 3.14 A detailed feasibility study, funded from WY+TF, to examine potential small scale interventions on Tong Street / Westgate Hill Street between Wakefield Road and Drighlington Bypass was concluded by officers in June 2015. This study was funded by the WY+TF as part of a Gateway 0 assessment of further potential 'early win' interventions which could be progressed before a wider improvement programme could be delivered post 2021. This study examined key junctions and known congestion points along the corridor including assessing potential land complications associated with delivering any proposed improvements. Detailed traffic modelling of each proposed intervention, both in isolation and then collectively along the corridor concluded that there were no justifiable interventions which presented value for money to address problems along this corridor.
- 3.15 The study therefore concluded that the only intervention which was viable for progression further was a full widening of the corridor (i.e. delivery of the 'wider' post 2021 project). A revised Gateway 0 Mandate was therefore submitted to the WYCA for consideration outlining both the findings of the study and recommending that the post 2021 proposal was considered for progression within the overall programme. This revised mandate was subsequently approved by WYCA and since late October 2014 development work on the Gateway 1 submission document commenced.
- 3.16 Since approval of the revised Mandate further detailed feasibility work, including development of the detailed business case has been undertaken by internal resources supported where appropriate with external resources. Land referencing activities have highlighted the need to assemble a significant number of parcels of land / interests in land in order to deliver the scheme and the indicative costs for this have been incorporated into the revised scheme estimate.
- 3.17 More recently, the submission of the Gateway 1 Business Case to WYCA has been delayed following difficulties being identified with the preparation of the Economic Business Case. Following discussions with WYCA's Modelling Manager the proposed use of micro-simulation transport models (the Council's

preferred approach) was discounted as the scope of the impacts of the improvements to Tong Street require assessment at a strategic level via an appropriate Strategic Transport Model. The Council's current strategic model (SATURN) does however require a complete refresh and rebuild. This refresh and rebuild process could take 12 months to complete given the large amount of data which has to be collected and verified in the new model. However, in order that progress can continue to be made on delivery of the Tong Street scheme the Council have now secured permission from WYCA to submit an Economic Business Case assessment using the existing model on the full understanding that should the project progress through Gateway 1 the submission at Gateway 2 will utilise the new strategic model to demonstrate the economic benefits of the scheme.

- 3.18 It is currently anticipated that a submission of the Strategic Outline Case (Gateway 1) will be made by Q1, 2017/18.

Bradford to Shipley Corridor Improvement

- 3.19 In the initial prioritisation programme for the WY+TF the Bradford to Shipley corridor improvement was identified as a medium term project which was anticipated to commence, but not complete, construction by 2021.
- 3.20 This project consists of a number of junction improvements along the Canal Road corridor including the Branch (Otley Road / Bradford Road), Valley Road / Otley Road and Gaisby Lane together with widening of Canal Road at the Queens Road arches and improvement of the Bolton Lane junction. The project also includes introduction of pedestrian, cycle facilities and bus lanes on the approach to Fox's corner in Shipley together with a Quality Bus corridor on the A650 Manningham Lane.
- 3.21 Given the segmental nature of this scheme consideration was given to the potential to bring forward individual junction improvements within the WY+TF programme to replace the original proposal for Tong Street's low cost intervention measures. Additionally, the strategic importance of Canal Road corridor to the Council was seen as a further fundamental driver to the request to escalate this project within the overall programme. An outline mandate for this project was considered and approved by WYCA in June 2015 with an initial programme for submission of the Strategic Outline Case (Gateway 1) documentation by Q1, 2015/16 at which time WYCA could consider deliverability of these proposals within its overall funding envelope.
- 3.22 Since the approval of this Mandate an internal review of historic proposals for the junctions within the Bradford to Shipley Corridor scheme has been undertaken to try to identify a preferred package of options which could be assessed in detail for the Gateway 1 submission. The intention was that following this exercise the detailed assessment of the options proposed would be undertaken by external consultants appointed through the West Yorkshire Combined Authority's Framework as a way of rapidly taking the project to market. However, delays in the implementation of the framework and service

restructures have so far prevented this project being sent to market. The intention is that this will now take place within Q4, 2016/17 with an anticipated date for submission of the Gateway 1 document by Q1, 2017/18.

South-East Bradford Access Road (SEBAR)

- 3.23 The original SEBAR alignment proposed as part of the initial prioritisation work was the first cross-boundary proposal extending across both the Bradford and Leeds administrative district boundaries. The proposed alignment connected the end of the Drighlington by-pass (at Westgate Hill Street roundabout) to Dick Lane (north of Arkwright Street) and provided both a strategic transport corridor providing extra resilience to the nearby M62/M621 motorways but also facilitating development of previously land-locked sites.
- 3.24 Alternative proposals for SEBAR's alignment were developed as part of the Holme Wood Neighbourhood Development Plan which proposed a shorter route offering a less strategically important route providing direct connectivity into the Holme Wood estate from Westgate Hill roundabout. However, in the intervening period both Bradford and Leeds Councils have progressed the development of their Local Plans identifying sites within the zone of influence of the bypass for both residential and commercial opportunities.
- 3.25 In light of the conflicting priorities created by both the original SEBAR alignment and that proposed by the Holme Wood NDP a short-term feasibility study into both options was approved by WYCA to review route options and identify potential GVA benefits and BCR values prior to a preferred route being progressed through to Gateway 1 in Q4, 2017/18. This work is currently being commissioned through the WYCA framework.

Rail Station Gateways including Bradford Forster Square and Bradford Interchange

- 3.26 Bradford Stations Gateways projects for Forster Square and Bradford Interchange were two of the six original stations included in the WY+TF Station Gateways programme. This programme was added to the WY+TF to fulfil district aspirations to develop better rail gateways to their principal towns/cities. Following an internal review of the Transport Fund's allocations it became apparent that the limited ring-fenced funding model of the Gateways programme was over-subscribed and therefore no longer appropriate. In order that all districts could continue to promote their station improvement aspirations it was determined that the Gateways programme would no longer sit in isolation from other general transport projects, each station improvement would have to demonstrate its economic benefits to the fund in order to secure funding.

Bradford Forster Square

- 3.27 The original Masterplan for Forster Square station which was prepared by Arup was reviewed by WYCA and funding was allocated to prepare an Outline Business Case for the project to proceed to Gateway 1.

- 3.28 The Council have recently appointed Arup to undertake development of the Outline Business Case and further refinement of the redevelopment proposals for Forster Square in conjunction with the Council's City Centre & Regeneration and Landscape Design & Conservation teams. This piece of work is currently on-going and it is anticipated that a Gateway 1 submission during the latter part of 2017.

Bradford Interchange

- 3.29 The initial Masterplan work for the improvements to Bradford Interchange was completed in October 2014 considering both the rail station and car parking areas but specifically excluding the bus station area of the site which is owned by WYCA. This piece of work did not result in an optimal solution for an at grade link between the buses and trains.
- 3.30 Following discussions with WYCA it was recommended that the bus station be included in the master planning work to take account of potential health and safety concerns with a design that proposes an at grade link between buses and trains. In addition, a revised solution that includes the bus station also presents the opportunity to tackle a number of structural maintenance liabilities.
- 3.31 A revised commission for further masterplanning work was sent to market with JMP being appointed to undertake a wider ranging review of options for improvements to Bradford Interchange including both bus and rail concourses and a potential future Northern Powerhouse Rail station. The master plan commission also seeks consideration of the potential future uses of surrounding land including the NCP car park.
- 3.32 This masterplan commission is programmed to be complete during the latter part of 2017.

4. FINANCE & RESOURCE APPRAISAL

- 4.1 WYCA is supported financially through annual settlement and as agreed in the WYCA Business Plan. Both WYCA and LEP provide routes to funding streams and investment to support regeneration and prosperity, especially for transport improvement, schemes and regeneration ambitions as well as a channel for City Deal funds. The WYCA's operation and transport expenditure was set under statute (January 2015). It is expected that the baseline costs will be no more than previous costs of operating the PTE and WYITA.
- 4.2 There are a number of reasons behind the delay in progress of the Transport Fund projects but principally the necessity to acquire significant numbers of parcels of land through either negotiation or CPO processes coupled with the lack of professional engineering resources internally to the Council are seen as the largest contributing factors. Mitigation on key aspects of project delivery has been put in place but the recent loss of staff to other District partners is compounding the lack of resource issues.

- 4.3 The continued increase in West Yorkshire+ Transport Fund projects is also leading to the situation where further demands are being placed on the service and as a consequence resources are now having to be diverted from other areas of the service to ensure that Member's expectations in relation to delivery aspirations for transport transformation can be achieved.
- 4.4 Financially, funding arrangements for the delivery of the West Yorkshire+ Transport Fund projects have recently been revised by WYCA. The Growth Deal funding element of the WY+TF and its management have led to the introduction of formal funding agreements by WYCA.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Both the Council and WYCA have well developed processes to manage risk in a timely and effective manner. The programmes referred to in this report are subject to these processes.
- 5.2 Recently the restructure of WYCA at a senior management level has seen the appointment of a new Director of Delivery with responsibility for overseeing the delivery of the Growth Deal programmes including the Transport Fund. In addition to the appointment of the new Director appointments of Heads of Services for the Feasibility and Assurance, Portfolio Management Office (PMO), and Implementation teams have recently taken place.
- 5.3 With the establishment of a formal PMO the implementation of a new project assurance process is currently being developed and will shortly be introduced for all projects within the Growth Deal umbrella. The scope of any retro-fitting of projects to this new process is still being determined.
- 5.4 Across the Transport Fund as a whole there has been increasing concern about the level of expenditure on transport schemes which can be achieved prior to the Peer Review of the Growth Deal by BiS in 2019. A comprehensive review of all projects across West Yorkshire and York has therefore been undertaken to establish the revised baseline for delivery during the initial years of the fund in order to compare this to the assurances which were given to Government about the levels of investment which could be delivered through the Fund. This work has identified an increasing risk of under-achievement of the required level of investment and a number of mitigation options, including programme acceleration for corridor improvements on the Key Route Network are currently being explored by officers from all Districts.

6. LEGAL APPRAISAL

- 6.1 The schemes and programmes of work identified in this report are being implemented through the Council's role as Highway Authority and Traffic Regulation Authority and the WYCA's role as Transport Authority.

7. OTHER IMPLICATIONS

7.1 Equality & Diversity

The public sector quality duty in s149 of the Equalities Act applies to the Council in the exercise of its functions. Those functions will include most, if not all, of the proposals and other measures referred to in this report.

The duty is to “have regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under [the 2010 Act], (b) advance equality of opportunity between persons who share relevant protected characteristic and persons who do not share it, [and] (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it”. In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to participate in public life. It also includes taking steps to take account of disabled persons’ disabilities and makes it clear that compliance with the duties “may involve treating some persons more favourably than others”.

The duty is “to have regard” which means such regard as is appropriate to the circumstances. The duty and its effect are wide ranging and this is also reflected in the definition of relevant protected characteristics which are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex or sexual orientation.

It is evident that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one or more of the relevant protected characteristics.

Due to the nature of this report it is not possible to provide any form of detailed equality impact assessment of specific schemes. However, officers will ensure that a specific assessment is carried out as part of the preparatory work for each programme or scheme as appropriate and, as far as practicable, is taken into account in the design of each scheme with Members being consulted if issues arise which either cannot be addressed, or can only be addressed with difficulty or excessive cost, as part of the programme or scheme.

7.2 Sustainability Implications

Delivery of schemes described in this report are likely to produce mixed implications on sustainability depending upon the specific composition of any individual scheme.

The nature of this report precludes a detailed assessment of the sustainability implications on a detailed level however at a wider programme level it is anticipated that broadly neutral impacts will be delivered on biodiversity, flora and fauna. Air quality, material assets, health and the economy would be benefited

by the overall WY+TF programme whilst noise, townscape and landscape would suffer minor adverse impacts dependent upon the details of the schemes implemented.

7.3 Greenhouse Gas Emissions Impacts

7.4 The management of greenhouse gases and mitigation of their impacts are a priority for WYCA/LEP and the Council. Control arrangements are in place to promote climate change mitigation, adaptation and emissions management from their operations, schemes and functions. Contributions of individual schemes to these metrics are assessed as part of the Strategic & Economic Case justification at each appropriate Gateway Review.

7.5 Community Safety Implications

Safety and security of the transport network is a key consideration of both the WY+TF and LTP3. One of the key objectives is to 'deliver an integrated, reliable transport system that enables people and goods to move around as efficiently and safely as possible'.

Schemes currently being developed within the Bradford District will be delivered to the latest national standards and local requirements for both pedestrian and vehicular safety. Designs will seek to either significantly improve safety features either in quality or quantity of provision by enshrining safe design as one of the core benefit outcomes of any scheme.

7.6 Human Rights Act

Human Rights implications are taken into account in the development of individual schemes.

7.7 Trade Union

There are no trade union implications associated with this report.

7.8 Ward Implications

The wards in which the measures described in this report are implemented will generally benefit from the improvements. Appropriate consultation has and will continue to take place with Ward Members and the local community during the development of the projects at appropriate stages.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

9.1 The Committee could support the recommendation that progress on the West Yorkshire Plus Transport Fund be noted, feedback be provided to officers and that a further progress report on these issues be submitted in Autumn 2017.

9.2 The Committee could suggest an alternative approach to receiving reports on this issue.

10. RECOMMENDATIONS

10.1 That progress on the West Yorkshire Plus Transport Fund be noted and feedback to officers be provided by the Committee.

10.2 That a further report on the progress of the West Yorkshire Plus Transport Fund be presented to this committee in Autumn 2017.

11. APPENDICES

11.1 Appendix 1 – Overview of WYCA’s Gateway Approval Process.

12. BACKGROUND DOCUMENTS

12.1 Scheme Files: 103196, 103197, 103197, 103231

12.2 Report to Executive 2 October 2012 – West Yorkshire+ Transport Fund

12.3 Report to Council 10 October 2012 – West Yorkshire+ Transport Fund

12.4 Report to Executive 5 March 2013 - West Yorkshire+ Transport Fund

12.5 Report to Council 18 March 2013 – West Yorkshire+ Transport Fund

12.6 Report to Executive, 15 January 2015 – West Yorkshire+ Transport Fund, Harrogate Road / New Line Junction

12.7 Report to Executive 15 July 2015 – West Yorkshire+ Transport Fund, Hard Ings Road Dualling.

12.8 Report to Executive 1 December 2015 – West Yorkshire+ Transport Fund, Harrogate Road / New Line Junction Compulsory Purchase Order.

12.9 West Yorkshire Combined Authority Gateway 1 Submission – Harrogate Road / New Line Junction

12.10 West Yorkshire Combined Authority Gateway 1 Submission – Hard Ings Road Dualling

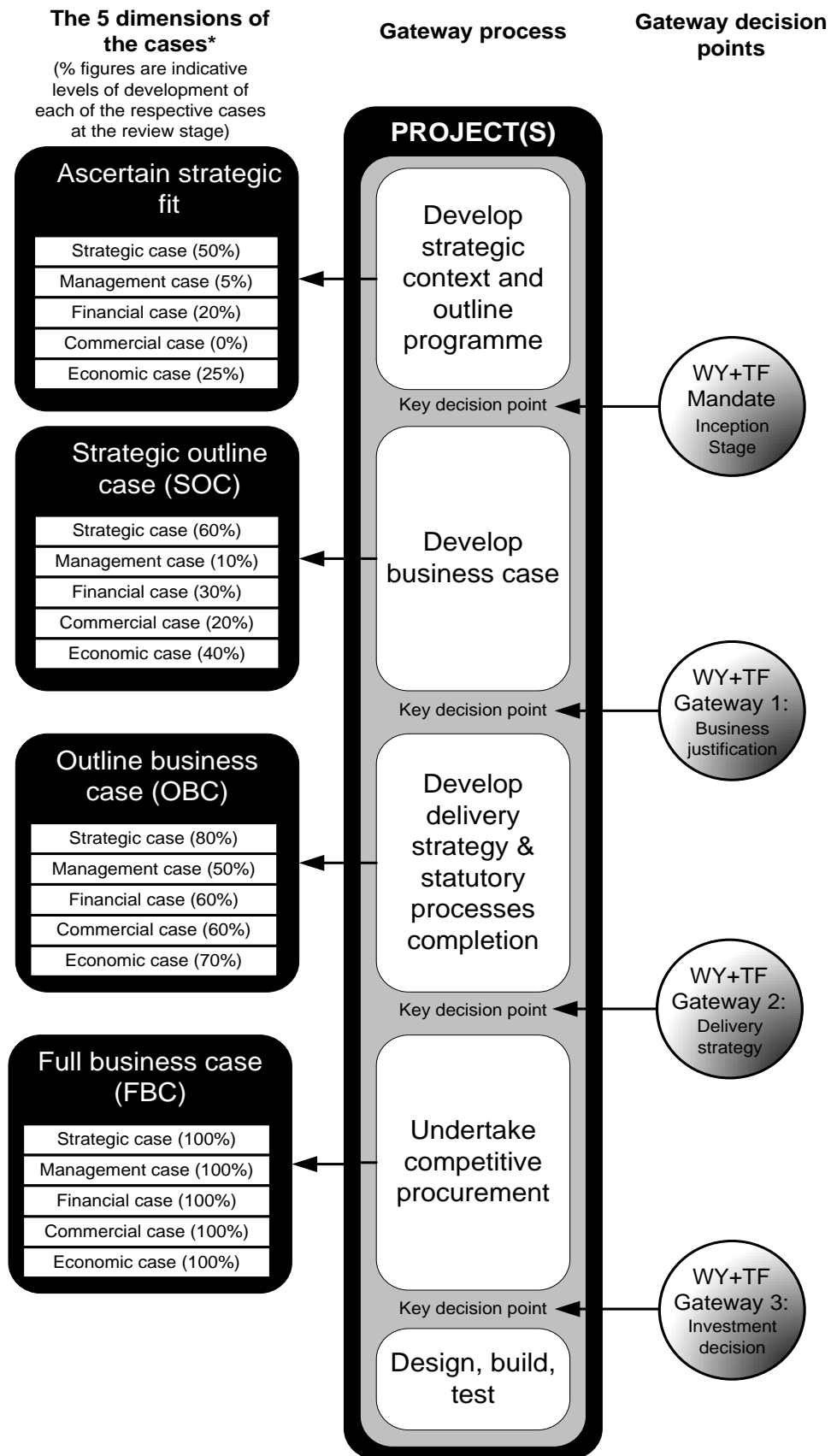
12.11 West Yorkshire Combined Authority Project Mandate – A650 Tong Street Improvement

12.12 West Yorkshire Combined Authority Project Mandate – Bradford to Shipley Corridor Improvements

12.13 West Yorkshire Combined Authority – Project Mandate – Station Gateways: Forster Square Station Improvements

12.14 West Yorkshire Combined Authority – Project Mandate – Station Gateways; Bradford Interchange Improvements

APPENDIX 1



Report of the Chair of the Environment and Waste Management Overview and Scrutiny Committee to be held on Tuesday 29 November 2016.

Q

Subject:

Environment and Waste Management Overview and Scrutiny Committee – Work Programme 2016/17

Summary statement:

This report presents the Committee’s Work Programme 2016-17

Cllr Kevin Warnes
Chair – Environment and Waste Management
Overview and Scrutiny Committee

Portfolio:

**Environment.
Transport.**

Report Contact: Mustansir Butt
Overview and Scrutiny Lead
Phone: (01274) 432574
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Overview & Scrutiny Area:

Environment and Waste Management.

1. SUMMARY

This report presents the Environment and Waste Management Overview and Scrutiny Committees work programme for 2016/17.

2. BACKGROUND

- 2.1 Each Overview and Scrutiny Committee is required by the Constitution of the Council to prepare a work programme (Part 3E – Overview and Scrutiny Procedure Rules, Para 1.1).

3. OTHER CONSIDERATIONS

- 3.1 The Environment and Waste Management Overview and Scrutiny Committee has responsibility for “the strategies, plans, policies, functions and services directly relevant to the corporate priority about improving waste management and the environment.” (Council Constitution, Part 2, 6.2.1).
- 3.2 The remit of this Committee also includes the strategies, plans, functions and services directly relevant to the corporate priorities about reducing carbon emissions, transport and highways, creating a greener and more sustainable environment and positively affecting climate change.
- 3.3 Best practice published by the Centre for Public Scrutiny suggests that “work programming should be a continuous process”. It is important to review work programmes, so that important or urgent issues that arise during the year are able to be scrutinised. Furthermore, at a time of limited resources, it should also be possible to remove areas of work which have become less relevant or timely. For this reason, it is proposed that the Committee’s work programme be regularly reviewed by members of the committee throughout the municipal year.
- 3.4 The work programme as agreed by the Committee will form the basis for the Committee’s work during the year, but will be amended as issues arise during the year.

4. OPTIONS

- 4.1 The Committee may choose to add to or amend the proposed items to be included in the 2016-17 work programme for the committee.
- 4.2 Members may wish to consider any detailed scrutiny reviews that it may wish to conduct.

5. FINANCIAL & RESOURCE APPRAISAL

- 5.1 None.

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

6.1 None.

7. LEGAL APPRAISAL

7.1 None.

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

Community Cohesion and Equalities related issues are part of the work remit for this Committee.

8.2 SUSTAINABILITY IMPLICATIONS

This is a key work area for the Committee.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

This is a key work area for the Committee.

8.4 COMMUNITY SAFETY IMPLICATIONS

A key area of work for the Committee will be to consider the area of those killed or seriously injured on roads.

8.5 HUMAN RIGHTS IMPLICATIONS

None.

8.6 TRADE UNION

None.

8.7 WARD IMPLICATIONS

Work of this Overview and Scrutiny Committee has ward implications, but this depends on that nature of the topic.

9. Not For Publications Items

None.

10. RECOMMENDATIONS

10.1 That members consider and comment on the areas of work included in the 2016-17 Work Programme for the Committee.

10.2 That members consider any detailed scrutiny reviews that they may wish to conduct.

10.3 That the work programme 2016-17 continues to be reviewed regularly during the year.

11. APPENDICES

Appendix One – 2016-17 Work Programme for the Environment and Waste Management Overview and Scrutiny Committee.

Appendix Two – List of unscheduled topics.

12. BACKGROUND DOCUMENTS

Council Constitution.

Democratic Services - Overview and Scrutiny

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 28th June 2016 at City Hall, Bradford.			
Chair's briefing 07/06/2016. Secretariat deadline 15/06/2016.			
1) Adoption of Co-opted Members.	Co-opted members - Julia Pearson, (Bradford Environment Forum) and Nicola Hoggart, (Environment Agency).	Mustansir Butt.	Constitutional requirement - recommendation to Council.
2) Management Plan for Ilkley Moor.		Danny Jackson.	Environment and Waste Management Overview and Scrutiny recommendation from Tuesday Tuesday 28 July 2016 and Tuesday 3 November 2016.
3) Food Safety Service Plan.		Angela Brindle.	Member request.
4) Environment Agency Annual Report.		Nicola Hoggart..	
5) Bradford Environment Forum Report.		Julia Pearson.	
6) DRAFT Work Programme 2016-17.	Discussion and agreement over the areas of work to focus on in this Muncipal Year.	Mustansir Butt.	
Tuesday, 26th July 2016 at City Hall, Bradford.			
Chair's briefing 28/06/2016. Secretariat deadline 06/07/2016.			
1) Procurement of Waste Treatment arrangements.	Update on progress relating to the procurement of waste treatment arrangements at appropriate key stages in the procurement process to be agreed in consultation with the Chair.	Steve Hartley/Richard Longcake.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 July 2015.
2) Water Management Scrutiny Review.	Setting the Scene.	Julian Jackson/Tony Poole/Chris Eaton.	
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 20th September 2016 at City Hall, Bradford.			
Chair's briefing 30/08/2016. Secretariat deadline 07/09/2016.			
1) Performance Outturn for Waste Management.		Steve Hartley.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015.
2) Verbal Update on Flooding Scrutiny Review being undertaken by the Corporate Overview and Scrutiny Committee.		Mustansir Butt.	
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 25th October 2016 at City Hall, Bradford.			
Chair's briefing 04/10/2016. Secretariat deadline 12/10/2016.			
1) Management of Waste and Recycling Activities.	Progress report in 12 months.	Steve Hartley.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 July 2015.
2) Leeds City Region Green Deal Contract.	To include details of the first annual review of the contract, along with performance against key Performance Indicators.	Richard Williamson.	Environment and Waste Management Overview and Scrutiny Committee recommendation for Tuesday 6 October 2015.
3) Fuel Poverty Framework for Action.		Richard Williamson.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015.
4) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 29th November 2016 at City Hall, Bradford. Chair's briefing 11/11/2016. Secretariat deadline 16/11/2016.			
1) Bradford District Cycling Strategy.	Updated Strategy to be considered, prior to it being considered by the Executive.	Tom Jones.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 3 November 2015.
2) West Yorkshire LTP3 Implementation Plan.	Progress report.	Andrew Marshall.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 1 December 2015.
3) Performance Outturn for Transport and Highways.		Julian Jackson.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015.
4) West Yorkshire Combined Authority.	Focus is on the Transport related schemes.	Julian Jackson/Jamie Saunders.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 20th December 2016 at City Hall, Bradford. Chair's briefing 02/12/2016. Secretariat deadline 07/12/2016.			
1) Air Quality Emissions.		Ruth Lees.	Member request.
2) Bradford's Casualty Reduction Performance.	Information to be categorised by age demographic.	Simon D'Vali.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.
3) Safer Roads.	Progress of the Safer Roads element of the Single Transport Plan and continued existence of Safer Roads within that Plan.	Simon D'Vali.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 20th December 2016 at City Hall, Bradford.			
Chair's briefing 02/12/2016. Secretariat deadline 07/12/2016.			
4) Strategy for the Roads Safety Team.	Strategy to underwrite the continued existence of the Road Safety Team and provide a report back to Committee.	Simon D'Vali.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.
5) The procurement of the new waste treatment contract for the treatment of kerbside residual waste.		Steve Hartley/John Major/Richard Longcake.	Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 26 July 2016.
6) Trade Waste Update.		John Major/Richard Longcake.	
7) Resolution Tracking.	To monitor the progress made against the recommendations made by the Committee.	Mustansir Butt.	
8) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 24th January 2017 at City Hall, Bradford.			
1) Water Management Scrutiny Review.	Information gathering session.	Mustansir Butt.	
Tuesday, 31st January 2017 at City Hall, Bradford.			
Chair's briefing 13/01/2017. Secretariat deadline 18/01/2017.			
1) Budget setting for Environment and Waste Management.		Steve Hartley/Mike Cowlam/Julian Jackson.	
2) Transportation and Rendering of Animal By-Products by Omega Proteins.	Update on activities.	John Major/Ruth Lees/Brian Robinson/Julian Jackson.	Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 21 April 2015.
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

Environment & Waste Management O&S Committee

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Work Programme

Agenda	Description	Report	Comments
Tuesday, 7th February 2017 at City Hall, Bradford. 1) Water Management Scrutiny Review.	Information gathering session.	Mustansir Butt.	
Tuesday, 28th February 2017 at City Hall, Bradford. Chair's briefing 10/02/2017. Secretariat deadline 15/02/2017.			
1) Bradford Civic Quarter District Heat Network.	Report to include details relating to the next key milestones.	Richard Williamson.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 3 November 2015.
2) Woodlands Strategy.		Bob Thorp.	Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 16 February 2016.
3) Bulky Waste Refuse Collections.	Considering approaches to the current collection arrangements.	Steve Hartley/Ian Day.	Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 5 April 2016.
4) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 28th March 2017 at City Hall, Bradford. Chair's briefing 10/03/2017. Secretariat deadline 15/03/2017.			
1) Public Health Outcomes Framework.	More in-depth reports on the two indicators entitled utilisation of outdoor spaces for health reasons and the fraction of mortality attributable to particulate air pollution, to be presented in the next municipal year, following a discussion among the Overview and Scrutiny Chairs to agree the most appropriate way to scrutinise these two important issues.	Shirley Brierly/Sarah Possingham.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 8 March 2016.

Environment & Waste Management O&S Committee

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Work Programme

Agenda	Description	Report	Comments
Tuesday, 28th March 2017 at City Hall, Bradford.			
Chair's briefing 10/03/2017. Secretariat deadline 15/03/2017.			
2) Rail Strategy Update.		Neil Moore.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 5 April 2016.
3) Water Management Scrutiny Review.	DRAFT Report - Key findings and recommendations.	Mustansir Butt.	
4) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 18th April 2017 at City Hall, Bradford.			
Chair's briefing 31/03/2017. Secretariat deadline 04/04/2017.			
1) Bradford Beck Pilot Study Rivers Trust.	Progress on the Bradford Beck Pilot Study.	Chris Eaton/Barney Lerner.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 5 April 2016.
2) Environment Agency Annual Report.		Nicola Hoggart.	
3) Bradford Environment Forum Annual Report.		Julia Pearson.	
4) Energy efficiency of Private Sector Rented Housing and legislative impacts.		Richard Williamson.	Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 25 October 2016.
Tuesday, 2nd May 2017 at City Hall, Bradford.			
Chair's briefing 07/04/2017. Secretariat deadline 18/04/2017.			
1) Private Rented Housing Sector.	The scale and scope of private rented housing sector in the Bradford District and the impact of legislative changes that sector particularly with reference to energy performance certifications and enforcement.	Julie Rhodes/Richard Williamson.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 25 October 2016.

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 2nd May 2017 at City Hall, Bradford. Chair's briefing 07/04/2017. Secretariat deadline 18/04/2017.			
2) Environmental Enforcement Strategy.		Steve Hartley/Ian Day.	Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 5 April 2016.
3) Renewables Future for Bradford Council.	Update report.	Richard Williamson.	Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 6 October 2015.
4) Resolution Tracking.	Progress made against the recommendations made by the Committee.	Mustansir Butt.	

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Democratic Services - Overview and Scrutiny

Scrutiny Committees Forward Plan

Unscheduled Items

Environment & Waste Management O&S Committee

Agenda item	Item description	Author	Management
1 Equality Action Plan.	On a regular basis, the Equality Action Plan should be considered by each Overview and Scrutiny Committee and focuses on areas that are within their remit.	Sue Dunkley.	
2 West Yorkshire+ Transport Fund - Future report in advance of the Gateway 2 submission to the West Yorkshire Combined Authority. Hard Ings Road Improvement Scheme.		Richard Gelder.	
3 Street Trading.	The Strategic Director be requested to undertake work to investigate the impact of the increase in mobile street traders on local business in the District.	Mike Cowlam.	
4 Ilkley Moor Management Plan.	Final version of the Management Plan to be presented to the Committee, prior to its approval by Natural England.		Danny Jackson.
5 Council owned land.	That the Strategic Director Regeneration be requested to make available a register of areas of Council owned neglected land across the District on a ward basis and report back to the Committee by the end of 2016.	Mike Cowlam/Ben Middleton/Belinda Gaynor.	
6 Managment fo Waste and Recycling activities with the Bradford District.	12 month progress report.	Richard Longcake/John Major.	
7 Fuel Poverty Framework for action for the Bradford District and the better homes Yorkshire Programme.		12 month progress report. Richard Williamson/Pete Betts/Sarah Possingham.	
8 Alternate weekly bin collection trial in Wyke.		Information to be circulated.	Richard Longcake/John Major.

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