

Agenda for a meeting of the Regeneration and Environment Overview and Scrutiny Committee to be held on Tuesday, 20 September 2022 at 5.30 pm in the Banqueting Hall - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	CONSERVATIVE	GREEN	BRADFORD INDEPENDENTS GROUP
Mohammed Kamran Hussain Cunningham Dearden Hussain Rowe	Herd	Watson	Elahi

Alternates:

LABOUR	CONSERVATIVE	GREEN	BRADFORD INDEPENDENTS GROUP
Choudhry Mukhtar Shafiq Walsh Wheatley	Davies	Warnes	Sajawal

Notes:

- 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.
- On the day of the meeting you are encouraged to wear a suitable face covering (unless you are medically exempt) and adhere to social distancing. Staff will be at hand to advise accordingly.

From:

Bryn Roberts

Interim Director of Legal and Governance

Agenda Contact: Su Booth - 07814 073884

Phone: 07814 073884

E-mail: susan.booth2@bradford.gov.uk**To:**

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The Interim Director of Legal and Governance 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 must consider their interests, and act according to the following:*

Type of Interest	You must:
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest; not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related)</i> OR <i>Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects)</i> OR <i>Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting participate and vote <u>unless</u> the matter affects the financial interest or well-being (a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward, and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest; in which case speak on the item <u>only if</u> the public are also allowed to speak but otherwise not do not participate in the discussion or vote; and leave the meeting</i>

unless you have a dispensation.

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *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.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. MINUTES

Recommended –

That the minutes of the meeting held on 26 July 2022 be signed as a correct record (previously circulated).

(Su Booth – 07814 073884)

4. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

Any referrals that have been made to this Committee up to and including the date of publication of this agenda will be reported at the meeting.

5. 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.

(Su Booth – 07814 073884)

B. OVERVIEW AND SCRUTINY ACTIVITIES

6. DARLEY STREET MARKET PROJECT

The report of the Strategic Director, Place (**Document “E”**) will be submitted to the Committee to provide an update on the progress of the new city centre market redevelopment project in Darley Street

Recommended –

That Members consider this report and recommend that a future progress report is presented to this committee after the market has opened for a minimum of 12 months.

(Colin Wolstenholme – 01274 432243)

7. ANNUAL UPDATE ON ROAD SAFETY AND CASUALTY REDUCTION WORK IN THE BRADFORD DISTRICT 13 - 58

The report of the Strategic Director, Place (**Document “F”**) will be submitted to the Committee and seeks to update members on current casualty levels and trends in the Bradford District and the Capital Programmes, Road Safety Education, Training and Publicity initiatives aimed at preventing these casualties. The report also sets out the Council’s commitment to Vision Zero.

Recommended –

1. That Members note the contents of this report.
2. That officers are requested to update the Committee in 12 months’ time to include Casualty performance and a financial update.

(Simon D’Vali – 01535 618375)

8. TRANSPORT DELIVERY PLAN PERFORMANCE REPORT 2020-22 59 - 92

The report of the Strategic Director, Place (**Document “G”**) will be submitted to the Committee to update Members on the outcome of the delivery programme for the Highways and Transportation teams’ capital work programmes during the 2020/21 and 2021/22 financial years. The report covers 2 years because the pandemic has disrupted reporting procedures and scheme delivery.

An indication of the forward programme of capital works is also provided against emerging and existing funding streams and Council priorities including details of any funding bids which have been submitted.

Recommended –

That progress on the transport programmes across both the programmes described in this report be noted.

(John Davis - 07970 596213)

9. **REGENERATION AND ENVIRONMENT OVERVIEW AND
SCRUTINY COMMITTEE WORK PROGRAMME**

93 - 98

The report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee (**Document “H”**) will be submitted to present the Committee’s Work Programme 2022-23

Recommended –

That the Work programme 2022-23 continues to be regularly reviewed during the year.

(Caroline Coombes - 07970 413828)

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



Report of the Director of Place to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 20th September 2022

E

Subject:

Darley Street Market Project

Summary statement:

This report will update Members on the progress of the Darley Street Market Project.

EQUALITY & DIVERSITY:

The market aims to maximise public access by being fully DDA compliant whilst offering excellent customer facilities including accessible toilets, Changing Places toilet, gender neutral toilet, prayer/contemplation room, ablution room and separate parent and baby changing facilities.

The trader selection process is fully transparent and applications are sought from any new or existing business that can demonstrate a sound business model and can offer products and services to meet the needs of our existing and new customers. Any applicant that has difficulty in completing their online application is referred to the Council's business advisors for additional support.

The fresh food and food related goods offer will focus on providing opportunities for a diverse international fresh and hot food offer that reflects the socio-demographic profile of the district. The market is designed to attract a wider customer base and to widen its appeal to new shoppers and new visitors to Bradford. In addition, there will be a focus on changing trading hours to allow the hot food and beverage hall to trade into the evening to support the city centre's night time economy.

Jason Longhurst
Strategic Director
Department of Place
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Markets Manager
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**Portfolio: Regeneration, Planning &
Transport**

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report will update Members on progress of the redevelopment of the new city centre market in Darley Street since the last report presented to this committee on 12th February 2020.

2. BACKGROUND

- 2.1 In August 2017, the Council appointed Greig and Stephenson, Architects, to lead a multi-disciplinary team of professionals with specialist market knowledge to develop concept designs.
- 2.2 The concept designs were presented to the Council's Executive at its meeting on 10th July 2018, who recommended the project proceed to detailed design stage, planning submission and construction.
- 2.3 The Council's Executive at its meeting on 8th January 2019, recommended extending the scope of the market project in order to maximise its regeneration impact through the acquisition of additional properties to deliver an enlarged scheme and to incorporate an area of quality Public Realm.
- 2.4 The Council's external design team submitted a planning application on 18th February 2019 with planning permission formally granted on 21st May 2019.
- 2.5 The City of Bradford Metropolitan District Council (Darley Street, Bradford) (Development Scheme) Compulsory Purchase Order 2019 required to acquire additional properties was made by the Council on the 29th April 2019 and published on 30th April 2019.
- 2.6 With no formal objections being received, even from the existing property owners, the Council was able to acquire the title of No 8 Darley Street and Nos 10-14 Darley Street, Bradford on 1st November 2019 and entered and took lawful possession of both properties on 4th November 2019.
- 2.7 Following possession of these properties the Council erected construction hoardings on Darley Street and work commenced to remove asbestos from the properties which was completed in June 2020.
- 2.8 The Council selected Kier Construction in December 2019 following a competitive procurement exercise via a two stage process. They were selected on the basis of the cost of their preliminaries, overheads and profit and the quality of their method statement driven project approach.
- 2.9 Kier Construction worked alongside the Council's design team in contributing towards the final design, buildability and timetable. They submitted a tender price to construct the new market in January 2021 which was accepted by the Council in February 2021.
- 2.10 Work on site commenced in May 2021 with the demolition of several properties that was completed in April 2022 to allow the construction of the new market to commence.
- 2.11 The construction phase is anticipated to be complete by August 2023 when Kier will

hand over the building to the Council to allow for stall fitting out in anticipation for the opening of the market in September/October 2023.

3. BUILDING DESIGN

- 3.1 The market will have 4 principal levels; three trading levels at level 0, 1 and 2 and a non-trading level at level -1 which is the secure underground deliveries and waste handling area directly underneath the market square.
- 3.2 The design and layout of the market takes advantage and makes use of the sloping adjacent streets of Darley Street and Piccadilly by providing street access to both Level 0 and 1.
- 3.3 Level 0 can be accessed from either the lower part of Darley Street, the market square or Piccadilly without steps or artificial ramps. Further up Darley Street is the direct access to Level 1 so effectively providing the market with two ground floors.
- 3.4 Level 2 is the only trading level without direct access from the street, however, is accessible via a customer lift, escalators and stair cores.
- 3.5 Central to level 0, 1 and 2 is an atrium which houses the escalators and visibly connects the three trading levels into one single space.

4.0 MARKET OPERATIONS

4.1 LEVEL -1: THE BASEMENT AREA FOR MARKET SERVICING

- 4.1.1 The service and storage yard is located directly underneath the market square and will enable deliveries and waste handling to be kept separate from the public. Restricted access to this basement level is from Piccadilly either on foot or by vehicle and controlled by market security.
- 4.1.2 There are 10 delivery bays of which two bays will have fast charging electric delivery vehicle charging points. Signage at the entrance will inform drivers whether there are any vacant delivery bays.
- 4.1.3 There are 17 storage cages around the perimeter, a secure cycle rack and showers for traders and their staff who choose to cycle to work.
- 4.1.4 A communal cold room will be used for storage of butchers' animal by-product waste before it is collected by a licensed carrier. Waste recycling bins will be stored here for daily collection and balers will recycle separated plastic and cardboard waste. Two trader goods lifts will transport products to each of the three trading floors.

4.2 LEVEL 0: THE NON-FOOD & SERVICES HALL

- 4.2.1 This hall is accessed from three public street entrances on Piccadilly, Darley Street and directly from the market square as well as a stair lobby off Piccadilly.
- 4.2.2 The first of two restroom facilities are located here providing men's, ladies' and

accessible toilets, a multi-faith room and ablution room.

- 4.2.3 There are 34 stalls in total with 19 perimeter stalls, 13 island stalls and 2 cafes that also face onto the market square as Level 0 directly links to the market square.

4.3 LEVEL 0: THE MARKET SQUARE

- 4.3.1 The market square is intended to be a multifunctional area for outdoor markets and events providing various trading layouts depending on the type and scale of the event.
- 4.3.2 Eight 7m x 4m umbrellas will create a covered area for around 16 stalls. Each umbrella will have access to power from a pop-up service pillar and fitted with lighting and heating for early evening or night markets. Each umbrella can be accessorised with gutters and side panels to create an instant large pop-up marquee for outdoor covered events or for other types of ad-hoc outdoor trading.
- 4.3.3 Around the perimeter are raised planters, column mounted floodlights and traditional railings with three lockable entrance gates so the market square can be secured at night whilst also assisting with crowd control when the space is used for ticketed and non-ticketed events.
- 4.3.4 A large outdoor screen will show films, sporting and musical events and provide information on the market and council services as well as any trader special offers.
- 4.3.5 The market square will become the focus for future city centre events and a place for people to meet family and friends and where regular community, commercial, charitable and leisure events can take place.

4.4 LEVEL 1: THE FRESH FOOD HALL

- 4.4.1 This hall will specialise in fresh food and can be accessed at street level from the top of Darley Street, opposite the entrance to the Kirkgate Centre, or inside the market from the two other trading floors.
- 4.4.2 There are 32 units of varying sizes including a communal training kitchen for delivering cooking courses for customers of all ages as well as food safety courses for traders.
- 4.4.3 Fruit and vegetable traders will be located on the Darley Street frontage as their displays will be visible to customers walking up this street who will see their colourful displays and be tempted inside. Communal seating overlooking the market square will allow customers to rest and enjoy the views across the market square.
- 4.4.4 Two pop up test trading or food demonstration spaces are available here.

4.5 LEVEL 2: THE HOT FOOD & BEVERAGE HALL

- 4.5.1 This hall will specialise in world food and drink and house 11 independent food kiosks and 2 bars with capacity for around 500 customers, seated inside or outside on the roof top terrace overlooking the market square.
- 4.5.2 The market's main restroom facilities are located here providing men's, ladies', accessible, changing places and gender neutral toilets as well as separate parent and baby changing facilities.
- 4.5.3 A stage will provide the ability to hold a variety of daytime and evening entertainment.
- 4.5.4 This hall is excepted to open on Sundays when the rest of the market is closed and into the evenings to support the local night-time economy with evening access available from two public stair cores off Piccadilly and Darley Street as well as a customer lift.
- 4.5.5 The Council is currently looking to partner with a food & beverage operating tenant who has the vision and expertise to manage this hall and work with local independent traders to operate the kiosks as well as developing a hot food delivery service.

4.6 STALLS

- 4.6.1 The Council is keen to encourage both imaginative and creative stall design and professional product displays with each stall finished to a high standard. Given the new and more diverse range of customers we expect the market to attract then it is essential we create a pleasurable shopping experience to appeal to both existing and new customers.
- 4.6.2 In order to maintain consistency and control the overall design for each stall, the Council will provide a 'shell' stall that traders will fit out according to their business needs. A stall design guide will set out the objectives that each trader will need to adopt when considering their fitting out proposals as well as the approval process.
- 4.6.3 A variety of stall types and sizes are available that traders can choose from and select the one that works best for them.
- 4.6.4 Each stall type will have:
 - An electrical supply connected to a smart meter from the landlord's distribution network which means traders can take advantage of the Council's corporate energy contract rather than having to enter into contracts with individual energy providers.
 - Data and telecoms connections.
 - Tiled floor at the same level as the public aisles so will be fully accessible.
 - Signage board with a power connection to allow for the sign to be illuminated.

- Fire detection and alarm system with automatic sprinklers to ensure minimal damage to the building and trader's property in the unlikely event of a fire.

Some stalls will also be provided with the following based on their business activity:

- A natural gas supply for the majority of catering stalls on Level 2 and two large cafes on Level 0 facing the market square.
- A cold water supply and drainage for a selected number of perimeter stalls on Level 0 and all stalls on Level 1 and 2.
- Enhanced drainage for Butchers and fish stalls.
- Catering stalls located on the perimeter elevations of the building will have external access for fresh air cooking extraction.

4.6.5 The trader will provide, subject to the Council's prior approval, any of the following works:

- All equipment necessary for the conduct of their business.
- Lighting and their own electrical/gas appliances.
- All internal wiring.
- Roller shutters.
- Wash hand basins and sinks.
- Counters and shelving
- Wall finishes.
- General decoration.
- Suspended ceilings.
- Hot water boilers.
- Fire prevention and firefighting equipment
- Illuminated signage.

5.0 STALL APPLICATION

5.1 The success of the new market is intrinsically linked to the quality, vibrancy and skills of those independent traders and their retail offer. This and the necessary reduction in the market footprint requires an application process with specified criteria to establish who will be offered space in the new market as our aim is to select the best independent traders that can offer products and services to meet the needs of our existing and new customers.

5.2 A leasing brochure was published in January 2022 and widely promoted to potential retailers asking them to register their interest in applying to trade in the market. Demand was strong and 261 expressions of interest were received.

5.3 The formal trader application process was published online in June 2022 at www.bradfordmarkets.com to guide both existing and new traders in the process for applying for a stall(s) in Darley Street Market.

5.4 The application pack included links to:

- a) An online application form.
- b) Guidance notes to help complete the application form and the scoring used to

evaluate each application.

- c) Floor plans showing the measurements for each unit/shop on the three trading floors.
- d) Details of the 'shell unit' fixtures and fitting and services.
- e) The rents payable for each unit/shop and the indicative service charge payable.
- f) Information on the grant support available towards the capital cost of stall fitting out works by traders.
- g) A stall design guide to assist the selected trader with their fitting out plans.
- h) A specimen lease.

- 5.5 To assist both existing and new retailers in their application the Markets Manager has held weekly trader surgeries. In addition, applicants were offered additional business support from two dedicated Council business advisors.
- 5.6 Business support will also extend to any existing city centre market trader that has been unsuccessful in their application where assistance will be offered to source suitable alternative accommodation either in the city centre or Bradford district.
- 5.7 Each applicant is expected to demonstrate they have a sound business model, relevant business experience, marketing and promotional skills and an ambition to create a high quality and attractive shop unit. Applicants who propose to sell hot foods are also required to demonstrate how they can contribute to the Council's good food vision and meet consumer's growing demands for healthier foods.
- 5.8 Only applicants that have passed the financial credit check stage are able to proceed to the scoring stage.
- 5.9 Each score will be based only on the responses given by each applicant to each of the questions in the scored sections with each answer achieving a score of one point for a very poor answer to five points for an excellent answer.
- 5.10 Each question is ranked with weighting of between 1 to 5 based on the importance of each question. The score will be applied to the weighting specified for each question to provide a final score.
- 5.11 The evaluation and trader selection process will take the form of a desktop evaluation by a lettings panel of six persons, three Market officers, two Business Advisors and a Business Support Officer from the National Market Traders' Federation.
- 5.12 As part of the evaluation process, applicants may be invited to an interview with the evaluation panel.
- 5.13 The stall allocation process will take place over two selection rounds with some stalls left unallocated in first round to allow the Council to consider where there are any gaps in products and services that would add value to the market's retail offer. Negotiations will take place directly with any traders who have not submitted an application that specialises in such products and services.

6 TRADER SELECTION

- 6.1 The stall application process closed on 18th September 2022.

- 6.2 Details of each trader that has been successful in their application to trade in Darley Street Market will be announced from October this year with each announcement published on our social media platforms. This will not include any traders for our hot food and beverage floor as we intend to work with our preferred operating partner following their appointment in November 2022 to select the successful hot food and drink traders.
- 6.3 To assist each selected trader achieve excellent and innovative retail stall design the Council will offer a capital grant contribution and share the costs with traders towards their fitting out works. Each trader can apply for a grant of up to 50% towards their fitting out costs up to a ceiling level that has been assessed for each stall.
- 6.4 The fitting out of each stall must be carried out in a good and workmanlike manner and in accordance with good building practice using quality materials which comply with British Standards. To achieve this, the Council intends to appoint a stall fitting out contractor that will work with each trader to create their own stall design and to carry out the works on the trader's behalf during the 8/10 week stall fitting out period immediately after Kier have completed their works and formally handed over the market to the Council.

7. FINANCIAL & RESOURCE APPRAISAL

- 7.1 The project has an approved funding budget of £26,549,877 which is a mixture of capital funding, service prudential borrowing, revenue funding from a corporate allocation that markets receive annually and revenue contribution from the markets reserve fund and grant funding from the West Yorkshire Combined Authority's Getting Building Fund.
- 7.2 The financial breakdown is as follows:
 - a) Capital funding - £15,561,000
 - b) Service prudential borrowing - £5,902,363
 - c) Markets revenue contribution from its reserve fund - £2,086,514
 - d) WYCA Getting Britain Fund - £3,000,000

8. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 8.1 A governance board has been set up which is chaired by the Assistant Director for Estates and Property that takes a strategic and operational overview of this project. Members of the board include the Assistant Director for Economy and Development and senior officers from Procurement, Finance, Legal, Client Services, Markets and Marketing & Communications.
- 8.2 The board oversee all matters relating to deliverability, building designs, procurement, construction, finance and legal matters.
- 8.3 Risks are routinely identified and assessed throughout the course of the project and logged onto the Project Risk Register and allocated to the most appropriate owner who is best able to ensure proper management of the risk.

- 8.4 Ideally, risks are eliminated during the development of the scheme, however, those that are unable to be closed are monitored and where possible actions to mitigate or reduce the risk are put in place.
- 8.5 The Risk Register is reviewed monthly by the Council's Client Services.
- 8.6 Any lessons learnt during the life cycle of the scheme will be entered into the Lessons learnt Log and reported monthly to the board for review and further action.

9. LEGAL APPRAISAL

- 9.1 The majority of the business tenancies at both the Oastler Centre and Kirkgate Market are protected by the Landlord and Tenant Act 1954 ("the 1954 Act"). The 1954 Act sets out the process and grounds that must be followed should it be necessary to terminate a business tenancy, including, where appropriate, the payment of statutory compensation.
- 9.2 In August 2019, the Council announced a financial support package to existing traders.
- 9.3 Traders were invited to surrender their current tenancy agreement and complete a new tenancy agreement without the security of tenure which means that traders do not have an automatic right to stay in their stall(s) when the new tenancy agreement ends on 31st December 2023, unless the Council agrees to offer another agreement. This ensures a timely and managed closure of both city centre markets.
- 9.4 In addition to a rent reduction, the Council offered each trader immediate access to their statutory compensation in the form of a rent credit spread over the term of the new tenancy agreement. The reduced rent continues to support traders whilst the new market is being constructed. This will also help those traders who are successful in their application to trade in the new market and enable the savings in rent to be reinvested towards their relocation costs and fitting out of their new stall(s).
- 9.5 This financial support has been welcomed by traders and the take up has been hugely successful with 99% of traders in Kirkgate Market and 98% of traders at the Oastler Centre taking advantage of the Council's offer.
- 9.6 The proposed new lease for Darley Street Market will be a three- year lease that does not provide the trader with any security of tenure. During the term of the lease the Council will continually monitor the performance of each trader and issues such as poor customer service, sale of poor quality goods, opening the stall late or closing early, delays in paying rent or other persistent breaches of the lease will be taken into account when the lease expires and may result in the lease not being renewed and the stall being re-let to another trader.
- 9.7 The rent in the lease will be fixed for the duration of the three-year term with only the service charges being subject to annual review. On lease renewal, subject to the trader's performance, the Council will consider the level of rent payable and negotiate a new rent on an individual basis for the following three-year term.

10. OTHER IMPLICATIONS

10.1 SUSTAINABILITY IMPLICATIONS

10.2 The District Plan endorses sustainability and this investment delivers positive contribution to social, economic, environmental and culture performance and impacts in design, operation and business practices.

10.2.1 Social

Darley Street Market, its traders, suppliers and customers will all benefit from a high-quality, well-run c21st market. Issues of affordability, related social and anti-poverty concerns are being considered for shoppers as well as the traders and supply chains. The links to good quality food and retail offerings as well as the connections to health and wellbeing are all part of the overall offer being shaped for its opening.

10.2.2 Economic

This investment is a catalyst not only for city centre but also as part of the overall regeneration portfolio for Bradford and the whole District. It is expected to operate commercially with clear ties into supply chains, business-to-business and added value for clean growth and the circular economy. The market is expected to provide an economic uplift and support the Economic Strategy as well as Council Plan priorities.

10.2.3 Environmental

The new market will be an energy efficient, sustainable and low carbon building containing a computerised building energy management system to monitor, analyse and control the market's internal environment and energy systems. Almost 200 high-quality efficient solar roof panels will be installed that will provide enough power to operate the lifts, escalators and some energy-efficient lights during daylight hours.

Additionally, the water in the rest rooms is able to be pre-heated by roof mounted solar thermal panels. Automatically controlled natural ventilation louvers manage the heat accumulated during operating hours and to ensure internal air quality

A flood prevention holding tank will capture 9,000 litres of rainwater which will be used to flush the market's toilets and for planter irrigation on the market square. Two 50Kw fast charging electric vehicle points are provided in the service yard for visiting delivery vehicles.

10.2.4 Culture

The new Darley Street Market creates a core food and non-food offer right in the heart of the city centre. It will be a critical location for cultural and community events – supporting Culture is Our Plan and Bradford 2025 - as well as showcasing the vibrant food economy of Bradford District, supporting the Sustainable Food Strategy delivery amongst others.

10.3 GREENHOUSE GAS EMISSIONS IMPACTS

- 10.3.1 It is expected there will be a significant decrease in overall GHG emissions as the design intention is to create an environmentally sustainable market.
- 10.3.2 The market's building management systems will constantly monitor and adjust lighting levels, internal temperature and CO2 levels, natural ventilation louvres and hot water generation
- 10.3.3 Tenants will have a key role to play as they will be required to sign up to the Market's sustainability charter.
- 10.3.4 The creation of a well-designed market building and the control and management of utilities via the market's computerised building management system will monitor energy levels and provide energy savings in the longer term.

11. COMMUNITY SAFETY IMPLICATIONS

There are no Community Safety implications.

12. HUMAN RIGHTS ACT

There are no Human Rights implications.

13. TRADE UNION

- 13.1 There will be some redesigning, repurposing, or restructuring of operational staff to meet the needs of the new markets, although this will not involve any redundancies.
- 13.2 All the relevant Trade Unions will be consulted as required under Council HR procedures and will be invited to engage in any future staffing changes once the operating model of the new market is known.

14. WARD IMPLICATIONS

There are no Ward or area implications.

15. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

There are no implications for children and young people.

16. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

- 16.1.1 Individual trader's personal data will be managed in connection with this scheme. The legal basis for holding the data is contractual and relates to the trader's occupational agreements. General Data Protection Regulation (GDPR) principles relating to individual's rights will be fully respected.
- 16.1.2 The Markets Service's Privacy Impact Assessment will manage data protection and information security matters arising from the proposal.

17. NOT FOR PUBLICATION DOCUMENTS

None.

18. RECOMMENDATIONS

Members are asked to consider this report and to recommend that a future progress report is presented to this committee after the market has opened for a minimum of 12 months.

19. APPENDICES

None.

12. BACKGROUND DOCUMENTS

None.



Report of the Strategic Director, Place to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 20 September 2022

F

Subject:

Annual update on Road Safety and the Districts' Casualty Reduction work in the Bradford District.

Summary statement:

This report seeks to update members on current casualty levels and trends in the Bradford District and the Capital Programmes, Road Safety Education, Training and Publicity initiatives aimed at preventing these casualties. The report also sets out the Council's commitment to Vision Zero.

Jason Longhurst
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 This report seeks to update members on current casualty levels and trends in the Bradford District and on the Road Safety Education, Training and Publicity initiatives taking place across the District aimed at preventing casualties.

2. BACKGROUND

- 2.1 A report on proposals for the devolution of Road Safety funding was considered by the Area Committees in 2012. Members resolved to support an evidence based approach to determine Road Safety priorities. It was also resolved to present an annual 'State of the Nation' style report detailing casualty numbers/trends and details of ongoing and proposed road safety education, training and publicity initiatives to the Area Committees.
- 2.2 The West Yorkshire Transport Strategy 2040 includes a specific aim to reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths. Adoption of 'Vision Zero' has been accepted by the West Yorkshire Safer Roads Executive and the newly established Vision Zero Board (political governance) and we are in the process of developing the reality of this vision for the districts. There are also aspirations to encourage walking and cycling by improving safety. Milestones and targets are currently being considered at a West Yorkshire level.
- 2.3 A 'Road Casualties' report is published annually. Based on Police Road Traffic Collision records the report identifies casualty reduction priorities for the District. This report takes into account the most recent full year data available, i.e. currently 2021, and trends in comparison to preceding years.
- 2.4 In 2021, there was an overall increase in casualties in the Bradford District, up from 937 in 2020, to 1,457 in 2021. It should however, be noted there were unusually few road traffic collisions in 2020 due to the impact of the COVID-19 pandemic on travel. A more robust comparator is the average number of casualties over the 5 year period 2015-19. The average number of casualties per year in this period was 1,414, with the 2021 casualty total representing a 3% increase on this. When taking different road user groups into consideration, comparing 2021 with the average for 2015-2019, child casualties increased from 188 to 207, pedestrian casualties increased from 268-291 and car occupant casualties increased from 903 to 942. Pedal cycle casualties reduced from 102 to 85 and powered two wheeler casualties reduced from 80 to 63. Appendix 2 shows Road Traffic Casualty graphs and charts for the Bradford district.
- 2.5 Casualty analysis also shows that when the number of children killed or seriously injured (KSI) on the highway in 2021 is calculated as a rate per 100,000 of child population, Bradford experienced the highest rate of child KSIs in West Yorkshire:

Bradford: 39.6 KSIs per 100,000 children
Calderdale: 26.1 KSIs per 100,000 children
Kirklees: 24 KSIs per 100,000 children
Leeds: 33 KSIs per 100,000 children
Wakefield: 25.7 KSIs per 100,000 children

Officers will bring parliamentary constituency casualty data to present to the Scrutiny Committee at the meeting.

- 2.6 There is an Inter Departmental Agreement between Public Health and Place to partially fund the Road Safety Team activity. This is because there is crossover between the Public Health outcomes (people killed and seriously injured, hospital admissions and infant mortality) and our own corporate priorities.
- 2.7 The Road Safety Team operates on a district-wide basis. Child casualty data is cross referenced against population data to identify 'priority areas' for the delivery of education and training with staff and financial resource allocated accordingly. The team also work with Area Teams, Ward Officers and other partners and stakeholders such as Youth Services, Wardens, WY Fire and Rescue and West Yorkshire Police as well as supporting other active travel and health improvement projects such as the JU:MP programme and walking and cycling initiatives promoted by organisations such as Living Streets and Sustrans. The Road Safety Team are also part of the West Yorkshire Safe Roads Partnership, the Bradford Safe Roads Partnership and the Steerside Partnership. Appendix 1 shows the West Yorkshire Safe Roads Partnership structure.
- 2.8 Car occupants continue to account for the highest number of casualties in the district as the majority of collisions resulting in serious or fatal injuries involve a motorised vehicle. West Yorkshire Collision analysts are currently investigating with a view to providing more detailed data. Delivering road safety messages to drivers and passengers is therefore critical in supporting our aims of achieving Vision Zero / eliminating death and serious injury on the roads. The team work with Communications & Marketing colleagues to deliver a communications programme which comprises of targeted messaging on social media, a digital district newsletter, radio and outdoor advertising. Messages focus primarily on the four contributory factors most likely to result in fatal or high severity injuries – speed, impairment (drink and drugs), distraction (mobile phones) and not wearing seat belts. Messages also support safety for more vulnerable road users by reminding motorists to drive considerately and look out for others. This communications and publicity work also supports wider aims and ambitions to encourage people to switch to more active and sustainable modes of travel and supports the delivery of road safety engineering and infrastructure implementation across the district. Recently the team have also supported two national awareness raising campaigns – one around the update of the Highway code; which introduced a new hierarchy of road users and new rules to improve safety for vulnerable road users; and the other around changes to legislation on the use of mobile phones whilst driving. As well as delivering a local programme of communications and publicity, the team are also part of the West Yorkshire Safe Roads Delivery Group. Work delivered through this partnership adds weight and value to work undertaken at a local district level.
- 2.9 Going forward, the team will continue to address road safety issues identified in the annual 'Road Casualties' reports and look for new and innovative ways of delivering road safety education, training and publicity. The work of the team will also support wider council objectives aimed at reducing health inequalities, encouraging active and sustainable travel and around air quality, pollution and climate change. As Vision Zero comes online we will be working towards a more pro-active programme of Safe Roads delivery.

Vison Zero

- 2.10 The council is setting out the principles of a whole systems approach to Safer Roads utilising multi-disciplinary partnership work and data sharing that reduces serious injury and death on the road network with the ultimate aim of removal of road death.
- 2.11 Since its inception in 1995 in Sweden, Vision Zero has revolutionised conventional thinking around road safety. The basic starting point for Vision Zero is from an ethical standpoint that no-one should be killed or suffer lifelong injury in a road traffic incident. According to Vision Zero the main problem is not that accidents occur it is instead whether the accidents lead to death or serious injury. Vision Zero stresses the fact that the road transport system is an entity in which the components such as roads, vehicles and users must be made to interact so that safety can be guaranteed.
- 2.12 Vision Zero now underpins the casualty prevention strategies of several governments in Western Europe and North America and is saving lives and preventing serious injury as part of long term strategies to eliminate road deaths.
- 2.13 West Yorkshire including the Combined Authority has collectively agreed the principle of the approach which includes aligning the safer roads capital investment from the Department for Transport with Vision Zero principles.
- 2.14 Bradford has particular problems around driver behaviour in parts of the district. Bradford also experiences the highest levels of accidents involving uninsured and un-taxed vehicles in the UK (Direct Line, 2019). Bradford also has particular non-compliance issues around seat belt wearing. This leads to a disproportionate and over representation in terms of numbers of casualties and the severity of the injury.
- 2.15 The Council's aim is to develop a suitable local strategy for Bradford that addresses these issues by utilising data sources from internal and external partners.
- 2.16 In 2021, there were 309 killed and serious injuries in Bradford. Public Health England have determined that all highway related injuries are preventable. Our work under Vision Zero aims to realise this.
- 2.17 Road safety is a priority in the current Police and Crime Plan, reflecting the serious and persistent concerns of members of the public, councillors, and MPs. The Plan made a commitment to taking forward with partners the Vision Zero approach to tackling the unacceptable numbers of those being killed or seriously injured on West Yorkshire's roads. Although West Yorkshire has seen a decline in the numbers KSIs the decline in the numbers of vehicles on the roads during the COVID lockdowns is a significant factor. Of particular concern is the disproportionately large number of vulnerable road users KSI: pedestrians, cyclists, and children.
- 2.18 Vision Zero Pillars

There are 5 key pillars set out in Vision Zero that have been collectively agreed at a West Yorkshire level. If adopted, All Safer Roads programmes will be alligned against these pillars:

Safe Speeds: We will encourage slower speeds to achieve safer and healthier journeys. We will maximise our impact on speed detection and compliance through

data intelligence, design our streets to slow vehicles down, raise awareness about the benefits of safer speeds to change behaviour and advocate for new ways to enforce and deter speeding.

Safe Vehicles: Lead by example and procure safer vehicles to protect road users and drivers for our fleets. We will raise awareness about the benefits of safer vehicles and in-vehicle technology. We will enforce vehicle safety offences and support changes to vehicle standards to reduce severity and likelihood of collisions.

Safe Roads: We will reduce the dominance of motor vehicles to create streets that are safer for people and active travel by putting the needs of people before those of vehicles when designing infrastructure where possible, implement a connected network of safer routes and make it easier for people to suggest improvements, report defects and other highway related issues.

Safe Behaviours: We will encourage safer behaviours on our streets by influencing road user behaviour through targeted operations, communication, education and campaigns, engage with people to identify and tackle specific road safety issues and educate drivers and riders about the challenges faced by vulnerable road users.

Post Collision Learning and Support: We will support post-collision care and make changes to our systems as we learn. We will learn from collision investigation, share our findings and make changes to our systems, support people bereaved or suffering life changing injury through post collision care and advocate justice for victims of road collisions.

2.19 The Vision Zero principles can neatly align with our emerging Strategic Priorities:

SP2: Spatial Priorities - More efficient low carbon and active travel movement patterns to support a competitive economy, healthier lifestyles and a quality environment.

SP3: Hierarchy of Settlements - Develop new and improved active travel links between Local Growth Centres, Local Service Centres, Principal Towns and with Regional Cities of Bradford and Leeds.

SP4: Location of Development - A major change to this policy related to a separation and reordering within the movement hierarchy to further emphasise the importance of active travel.

SP7: Planning for Sustainable Transport - The main principles are Demand Reduction, Mode Shift/Structural change, efficiency/Consolidation and Technological/Electric.

SP10: Green Infrastructure - The District's Strategic Green and Blue Infrastructure network will be protected, maintained, and where appropriate, enhanced. Including multi-functional spaces, routes and assets for recreation, leisure, sustainable transport and biodiversity.

SP14: Making Great Places - Planning decisions as well as plans, development

proposals and investment decisions should contribute to creating high quality places through providing a well-connected network of attractive green routes and spaces that are safe and easy to use and move around for all members of the community.

SP15: Creating Healthy Places - Places where people live, learn, play and work are vitally important to health and wellbeing. The neighbourhoods, homes, schools, streets, green and open spaces and workplaces that we work, live and socialise in have a significant influence on many factors that affect wellbeing including walking and cycling.

2.20 Operation Steerside

The Steerside Partnership Board is currently Chaired by Supt Richard Padwell and draws together a number of partners from across the District. The board has overseen Operation Steerside move from being a purely police-led enforcement operation to a true partnership initiative, which looks more collaboratively, utilising all our collective resource and powers to ensure that we have a comprehensive plan that not only focusses on enforcement but also looks at the changing behaviours including working with our young people in schools and youth settings.

The Steerside Enforcement Team consists of a dedicated Sergeant and 10 PC's and through this team, supported by the provision of additional funding through the Community Safety Partnership has enabled a more proactive approach to be adopted.

Between September 2021 – August 2022 Steerside has seen undertaken

101 pre-planned operations
2871 FPT / TOR / VDRS
56 CLE 2/6 (DVLA reports for no tax)
357 reports for summons / charges
180 S.59 warnings issued
391 vehicles seized
81 arrests
55 PSPO notices issued

The above figures are just those attributable to Steerside and this additionality and is not the totality of enforcement undertaken in Bradford District.

3. OTHER CONSIDERATIONS

Engagement with Schools

- 3.1 All schools across the district are offered the opportunity of road safety education. In wards where child casualties are high, an extra level of encouragement is offered to persuade schools to take up the training offer. Ordinarily, the team provides a three tier district wide service. The first tier is where schools in wards with the highest child casualty rates are targeted with face to face delivery of education and training by the Road Safety Team. The second tier is the delivery of presentations to schools

in the remaining 22 wards. These are booked on a first come first served basis and on a 2 year rotation. The third tier is the provision of resources and information for all schools which does not need a road safety officer to deliver. Appendix 3 provides an overview of the road safety services & resources on offer. Appendix 4 shows a casualty comparison table for West Yorkshire. Appendix 5 shows ward rankings for next academic year (September 2022- August 2023). Casualty data for 2019-2021, cross referenced with population data, has been used to identify these priority wards.

- 3.2 Legacy issues arising from The COVID-19 pandemic continued to impact the delivery of road safety education and training during this school year. With so many children and young people missing out on vital messages during lockdowns and associated school closures, an adapted service was provided to ensure the team could reach as many pupils as possible. For example, pedestrian training, ordinarily delivered over two visits, was provided as a lighter touch 'one visit' session, with supplementary resources left to enable the school to deliver follow up training themselves. For the academic year 22/23 the team plan to move back to provision of the more usual model of delivering a three tier district wide service with Pedestrian training delivered over two sessions and the two-year rotation for schools in Wards 9-30 being re-introduced.

Safer Roads schemes

- 3.3 The Traffic & Highways Area Teams deliver a programme of Safer Roads engineering measures such as traffic calming, pedestrian and cycle facilities, speed limit reductions and parking management. These schemes are central Government funded with the Combined Authority as project managers for West Yorkshire. Schemes are evidence-based to ensure the best rate of return in terms of casualty reduction. The Safer Roads schemes programmes are the subject of separate reports to the Area Committees. Vision Zero will play a significant role in the shaping of these programmes in the future.
- 3.4 The Council has a devolved Highways budget to deal with larger scale safety priorities that are beyond the scope of an individual Area Committee. As such, programmes around School 20mph zones, city/town centre 20pmh zones and school streets have been delivered and will continue to feature on future strategic programmes.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1.1 There is a Service Level Agreement with Public Health to provide grant funding for education, training and publicity staffing (£125,000). Financial support from a devolved Integrated Transport Block fund to the Council's Executive is in place for the 22/23 Financial year (£50,000). The CRSTS (Integrated Transport Block) settlement will be approximately £1.1M/year for Capital Programme Road Safety spend.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Budget spend on Road Safety is currently prioritised against overall district casualty prevention & road safety priorities which are, in turn, determined by analysis of statistical data relating to road casualties. This analysis, underpinned by the District

Road Safety Plan priorities, is used to establish key themes and target groups / cohorts (the district's Road Safety Plan is undergoing a refresh this financial year). It is anticipated that a failure to maintain this approach would have a detrimental effect on future casualty prevention and ambitions to remove barriers to more active and sustainable travel.

6. LEGAL APPRAISAL

6.1 The ongoing activities of the Road Safety team contribute to the Council's duties under the Road Traffic Act 1988.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Casualty data is used to identify priority areas, target groups or to identify key road safety messages. Our targeted approach is designed to re address the imbalance of casualties in the more deprived parts of the district. A child in the most deprived part of the district is 20 times more likely to be killed or seriously injured than their more affluent counterparts.

7.2 SUSTAINABILITY IMPLICATIONS

The provision of road safety education, training and publicity supports a shift to more sustainable and active transport modes.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Any increases in walking, cycling or public transport use encouraged by the delivery of road safety education, training and publicity would have a positive impact on reducing Greenhouse Gas emissions and improving air quality.

7.4 COMMUNITY SAFETY IMPLICATIONS

The work of the Road Safety team contributes towards improving community safety in the following areas:

- Drivers and passengers – speed, seatbelt wearing, mobile phone use
- Tackling anti-social driving behaviour – which often acts as a barrier to more active and sustainable travel and reduces community cohesion
- Pedestrian & cycle safety
- Vulnerable road users: children, pedestrians, cyclists and motorcyclists
- Safety around school & School Gate Parking issues
- Removing barriers to more active and sustainable travel

Our links with partner agencies, such as WY Police, are very strong in Bradford. We jointly work on programmes such as Operation Steerside and regularly link in with partner agency programmes to add value.

7.5 HUMAN RIGHTS ACT

There are no issues arising from this report.

7.6 TRADE UNION

There are no issues arising from this report.

7.7 WARD IMPLICATIONS

The information in this report is relevant to all wards.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)

Road Safety Team activities contribute to the Safer Communities priorities within the Area Committee Ward Plans. This is done through the delivery of education, training, publicity programmes aimed at preventing casualties, tackling anti-social road user behaviour and ultimately eliminating deaths and serious injuries on the roads in line with Vision Zero aspirations. Collaborative work with other agencies as part of the Safe Roads & Steerside partnerships also contribute to the Safer Communities priorities. Through encouraging more active travel and less car reliance, the work of the team also contributes towards tackling health inequalities and encouraging healthier and more active lifestyles.

7.9 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

There are no issues arising from this report.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

There are no issues arising from this report.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

That the Committee note this report and may, if it wishes, identify additional areas of focus that could be considered by the Road Safety team as part of their annual programme.

10. RECOMMENDATIONS

10.1 That Members note the contents of this report.

10.2 That officers are requested to update the Committee in 12 months' time to include Casualty performance and a financial update.

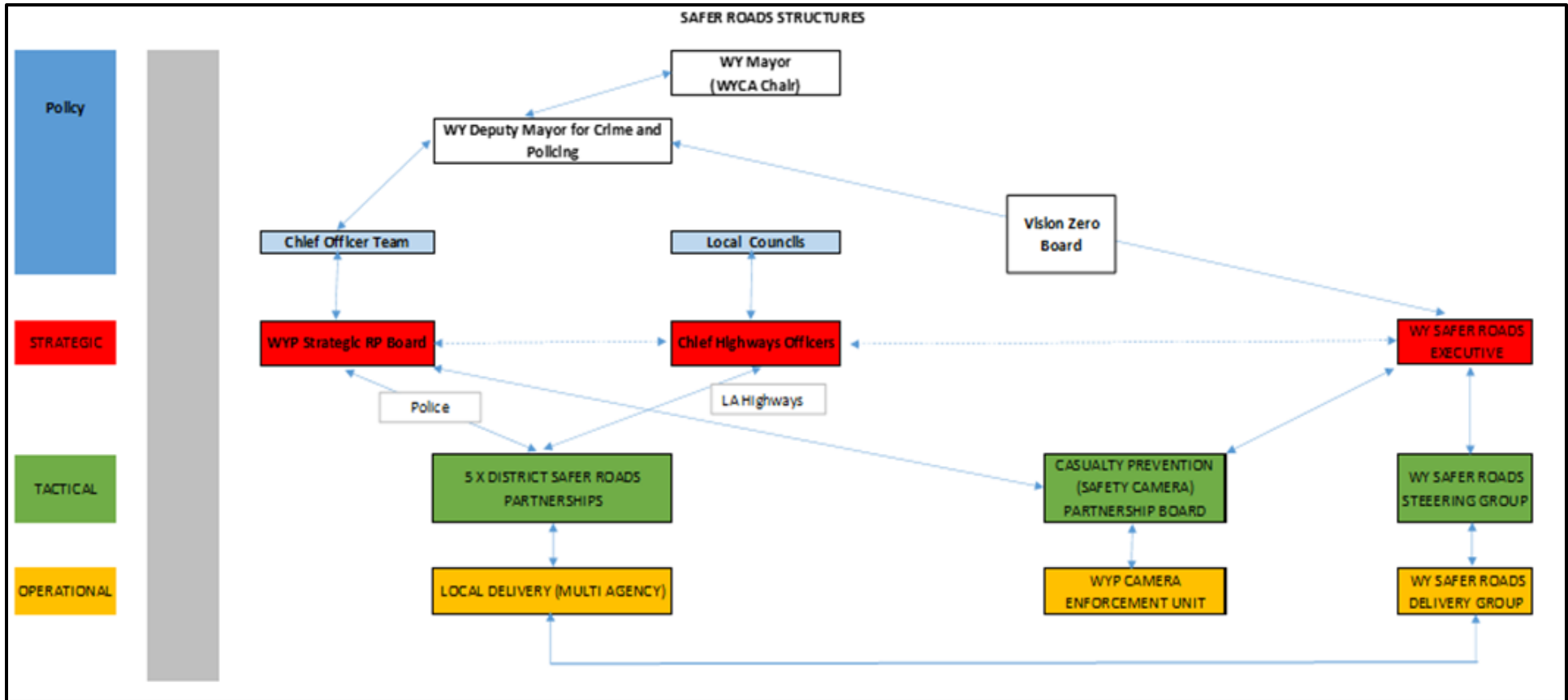
11. APPENDICES

- 11.1 Appendix 1 – West Yorkshire Safe Roads Structure Chart
- 11.2 Appendix 2 – Road Casualties Bradford District 2017 to 2021
- 11.3 Appendix 3 – Summary of ETP programmes/ resources for schools
- 11.4 Appendix 4 – West Yorkshire KSI and All Severities comparison table
- 11.5 Appendix 5 – Priority Wards for academic year 2022-23

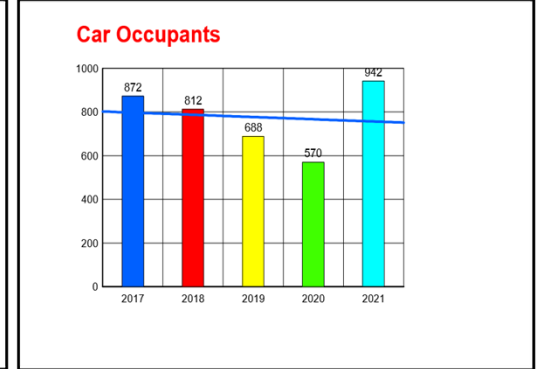
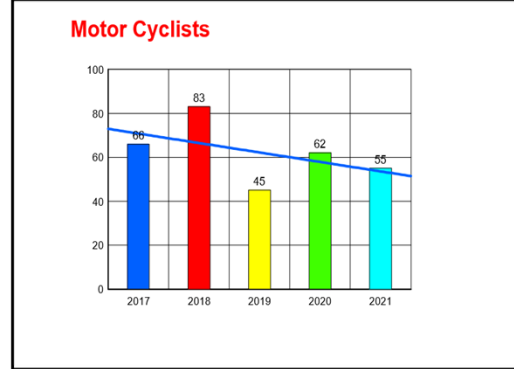
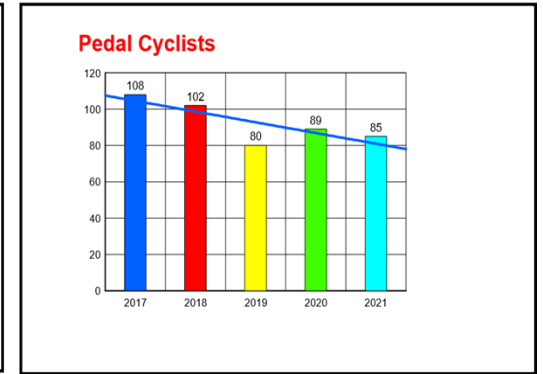
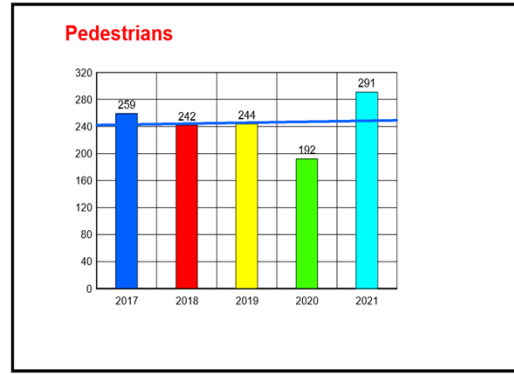
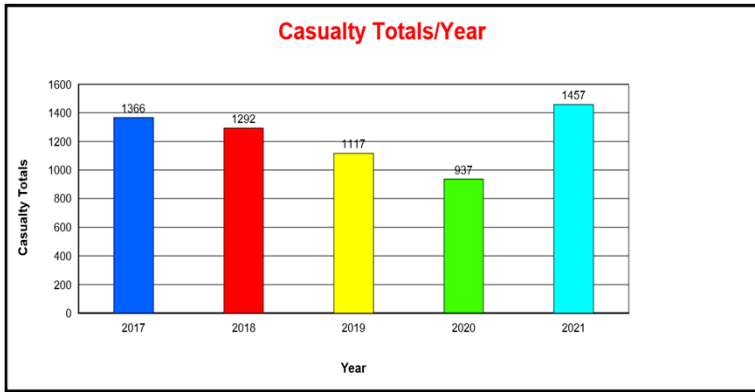
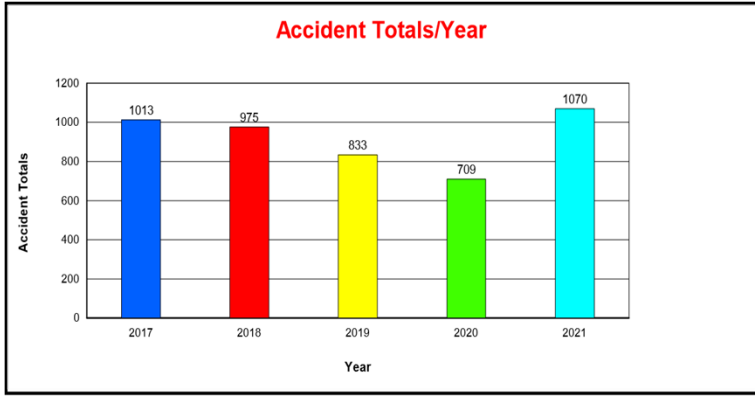
12. BACKGROUND DOCUMENTS

West Yorkshire Road Traffic Collision Annual Report

APPENDIX 1: WEST YORKSHIRE SAFE ROADS STRUCTURE CHART



APPENDIX 2 BRADFORD DISTRICT ROAD TRAFFIC CASUALTIES (ALL SEVERITY) 2017 -2021



Casualty Data

	2017	2018	2019	2020	2021	TOTAL
FATAL	10	12	9	8	11	50
SERIOUS	164	151	139	132	264	850
SLIGHT	839	812	685	569	795	3700
TOTAL	1013	975	833	709	1070	4600

	2017	2018	2019	2020	2021	TOTAL
FATAL	10	15	9	8	12	54
SERIOUS	182	162	159	156	298	957
SLIGHT	1174	1115	949	773	1147	5158
TOTAL	1366	1292	1117	937	1457	6169

APPENDIX 3: ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY OVERVIEW

1. SCHOOL BASED EDUCATION & TRAINING		
TARGET GRP	ACTIVITY	DELIVERED BY
Nursery/ Early Years	Getting to School Safely – story sack (Pedestrian Safety) *Audio book on BSO	Delivered by Road Safety Team as part of the Primary School Plan or can be loaned to school for them to deliver themselves .
	Trip to the Seaside – Story sack (in car safety)	
Y1 & Y2 *can also include reception at some schools	Role Play	Delivered by Road Safety Team as part of the Primary School Plan.
	Bikeability + Balance bikes/ Learn to Ride	
Y3	Y3 Pedestrian training film & practical Pedestrian training	Delivered by Road Safety Team as part of the Primary School Plan
Y4 & Y5	Road Safety Quiz – Pedestrian safety	Delivered by Road Safety Team as part of the Primary School Plan
	Cycle training & Bikeability	
Y6	Charlie's Accident	Delivered by Road Safety Team as part of the Primary School Plan
Y5&6	Bikeability Levels 1&2	Delivered by Bikeability instructors. Grant funded by DfT.
Parents/ carers	Bespoke sessions for parents/ carers	Often in conjunction with police and focussing on a range of issues e.g. in car safety, pedestrian safety, school gate parking.
Y7	Theatre in Education (TIE) Show – 'What Went Down'	Delivered by contracted provider 'The Riot Act'. 10 sessions funded through West Yorkshire Safe Roads Partnership. 10 sessions funded by CBMDC
Y11-13	Pre/ Young Driver workshop sessions	Delivered by external company TTC and funded through Steerside partnership
	Theatre in Education (TIE) Show – 'Wanna Lift'	Delivered by contracted provider 'The Riot Act'. 10 sessions provided. Funded through Steerside partnership
All years	Presentations and lesson plans available on BSO for schools to download and use themselves. Can be adapted to suit needs of school or for different year groups	

2. INFORMATION, BOOKLETS, LEAFLETS AND RESOURCES		
TARGET GRP	RESOURCE	FURTHER INFO
Parents / carers of children in Reception	Getting to school safely - pedestrian safety book (September 2021)	Information for parents of all children in reception on pedestrian child safety. Distributed to all schools
Schools	School Gate Parking Leaflet (September 2021)	Schools able to order copies (FOC) of this leaflet to distribute to parents / carers.
Primary Schools & Children's Centres	Brake Road Safety Week information & teaching resources uploaded on to Bradford Schools online and promoted to Schools, children's centres etc. (Nov 2021)	Theme – Be a Road Safety Hero. Promoted to all schools

Parents/ carers of children in Reception	Trip to the seaside (in car safety book) (March 2022)	Information on in car safety. Distributed to all Primary schools
Madrasahs	Eid Al Fitr letter sent to Mosques with information to encourage safe driving (May 2022)	Information sent to all Madrasahs
Parents / carers	Starting School leaflet (June 2022)	Road safety information for parents of children who will be starting school in Sept 2022. Focusing on making safe journeys to and from school. Distributed to all schools.
Schools and Children's centres	Support for Walking and Cycling initiatives promoted by other organisations. e.g. Sustrans -'Big Pedal, Living Streets – 'Walk to School Week', Brake – 'Kids Walk'	Information put onto BSO with link to information and resources
Year 6/ 7 (Transition Age Group)	'Good to go' Leaflet (June 2022) ----- Moving on to Secondary School – A Guide for Parents (June 2022)	Information provided to pupils and parents on key transition messages. Distributed to all Y6 pupils and parents
Residents	'Stay Connected' Newsletter	Newsletter focusing on key road safety issues and distributed electronically to residents
Schools	School Gate Parking banners & resource pack	Promoted to all schools via BSO. Banners loaned out on request

3. West Yorkshire Wide Campaigns

**funded by West Yorkshire Safe Roads partnership*

TARGET GRP	CAMPAIGN	FURTHER INFO
All Road Users	Radio advertising on Heart Radio	Adverts Targeted all road users, including specific ads for cyclists, PTW, drivers and pedestrians with key messages on looking out for each other and taking care on the roads.
Drivers	Thermal Radio Campaign	Adverts air in the morning when temperature dropped below a certain level. Targeting drivers before they leave home with winter driving/ safety messages
Drivers	Outdoor Advertising Campaign – Ivan	Digital messaging van displaying messages in the heart of communities in Bradford: <ul style="list-style-type: none"> • Seat belts safety • Tyre safety • Conspicuity (Be Bright, Be Seen) • Don't Drink/ Drug Drive
Parents	School Gate Parking Radio Campaign (West Yorkshire funded)	Targeted parents parking at morning and afternoon drop off/pick up times. Runs for 2 weeks after each school holiday
Driver	Series of short road safety films produced. Aired on Leeds TV and also promoted across social media platforms	Films focus on a range of road safety issues e.g. <ul style="list-style-type: none"> • Mobile phone use, • Driving safely around cyclists and motorcyclists • Drink/ drug driving • In car safety • Speed • Operation Snap (reporting dangerous driving)

Appendix 4: West Yorkshire KSI and All Severities comparison table

West Yorkshire : January To December 2021

Local Authorities	Severities	All Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year		2021 vs avg last 5yrs	
Bradford	KSI	252	266	276	262	244	211	310		46.9%	↑	23.1%	↑
	All severities	1265	1,611	1,366	1,292	1,117	937	1458		55.6%	↑	15.3%	↑
Calderdale	KSI	93	115	93	92	100	64	96		50.0%	↑	3.4%	↑
	All severities	410	555	450	411	366	267	424		58.8%	↑	3.5%	↑
Kirklees	KSI	187	222	210	198	179	127	194		52.8%	↑	3.6%	↑
	All severities	874	1,127	971	909	755	607	841		38.6%	↑	-3.8%	↓
Leeds	KSI	439	492	463	468	479	295	405		37.3%	↑	-7.8%	↓
	All severities	1980	2,551	2,203	1,994	1,907	1,243	1,797		44.6%	↑	-9.2%	↓
Wakefield	KSI	176	212	176	211	148	135	174		28.9%	↑	-1.4%	↓
	All severities	750	955	814	833	641	505	645		27.7%	↑	-14.0%	↓
West Yorkshire	KSI	1148	1307	1218	1231	1150	832	1179		41.7%	↑	2.7%	↑
	All severities	5237	6,762	5,761	5,369	4,734	3,559	5,165		45.1%	↑	-1.4%	↓

APPENDIX 5: WARD RANKING FOR ACADEMIC YEAR 2022-23

*based on child casualty data 2019-2021 & cross referenced with population data

1	<p>CITY (West) All Saints CE PS, Copthorne PS, Farnham PS, Horton Grange PS, Princeville PS, St William's RC PS, St Joseph's RC PS, Princeville CC, Dixons Music PS, Dixons Trinity Academy, Dixons McMillan Academy Secondary, St Edmund's Children Centre, Al-Mumin Primary, Al- Mumin Secondary, Dixons 6th Form Academy (Douglas Mill)</p>
2	<p>BOWLING AND BARKEREND (East) Barkerend PS, Bowling Park PS (Usher St), Lower Fields PS, Carlton Bolling College, Olive Secondary, Bradford Academy, Bronte Girls Academy Secondary, Barkerend CC, Fearnville PS, Feversham PS, Westminster CE PS, Oastler Special, The Children's Place Day Nursery, Bradford Forster Academy Secondary</p>
3	<p>GREAT HORTON (South) Brackenhill PS, Hollingwood PS, Lidget Green PS, Southmere PS, St Oswald's CE PS, Co –Op Academy Grange (Grange Technology College), Southfield School (Special), Dixons Kings Academy</p>
4	<p>KEIGHLEY CENTRAL (Keighley) Eastwood PS, Holycroft PS, Keighley St Andrew's CE PS, St Anne's RC PS, St Joseph's RC PS, Victoria PS, The Holy Family Catholic SS, University Academy Keighley, Keighley College, Beechcliffe Special Secondary</p>
5	<p>BOLTON AND UNDERCLIFFE (East) Wellington PS, Swain House PS, Grove House, Poplars Farm PS, Peel Park PS, St Francis RC PS, Hanson Upper, Feversham College</p>
6	<p>MANNINGHAM (West) Abbey Green Nursery & Children's Centre, Midland Road Nursery & Children's Centre, Atlas PS, Green Lane PS, Iqra PS, Miriam Lord PS, Dixons Manningham Academy, Westbourne PS, Oasis Academy Lister Park, Bradford Grammar, One in a Million Secondary</p>
7	<p>TONG (South) Carrwood PS, Knowleswood PS, Newhall PS, Ryecroft PS, St Columba's RC PS, St John's CE PS, Woodlands CE PS, Tong High, Darul Uloom Dawatal Imaan</p>
8	<p>BRADFORD MOOR (East) Byron, Dixons Marchbank Academy, Killinghall PS, St Mary's St Peters Catholic PS, Thornbury PS, Lapage PS, Delius Special, Laisterdyke Business & Enterprise College, Eden Boys Leadership Academy (Sec)</p>
9	<p>HEATON (West) Frizinghall PS, Beckfoot Heaton (Heaton PS), Heaton St Barnabas CE PS, Beckfoot Upper Heaton (Belle Vue Boys), Belle Vue Girls, St Bede's & St Joseph's Catholic College, High Park Specialist School, Chellow Heights Special, The Children's Place Day Nursery Heaton, Netherleigh & Rossefield PS,</p>
10	<p>ROYDS (South) Farfield PS, Hill Top CE PS, Reevy Hill PS, Woodside PS, Buttershaw Business & Enterprise College</p>
11	<p>WINDHILL & WROSE (Shipley) High Craggs PS, Low Ash PS, Christchurch Academy PS, Owlet Children & Family Centre, Bradford Christian School, St Anthony's RC PS</p>
12	<p>BINGLEY RURAL (Shipley) Cottingley Village PS, Cullingworth Village PS, Denholme PS, Harden PS, Wilsden PS, Beckfoot, Dixons Cottingley Academy(Samuel Lister), Parkside, Hazelbeck School (Special Secondary)</p>
13	<p>SHIPLEY (Shipley) Hirst Wood Nursery, Glenaire PS, Saltaire PS, Shipley CE PS, St Walburgas RC PS, Wycliffe CE PS, Titus Salt</p>

14	KEIGHLEY EAST (Keighley) Strong Close Nursery &CC, East Morton CE PS, Long Lee PS, Parkwood PS, Riddlesden St Mary's CE PS
15	TOLLER (West) Lilycroft Nursery, Girlington PS, Lilycroft PS, Lister PS, Maragaret McMillan PS, St Cuthbert & The First Martyr's Catholic PS, St Philip's CE PS, Whetley PS, St Edmunds Nursery & Children's Centre, Farcliffe & Lilycroft Children & Family Centre, Lady Royd Prep, Bradford Girls Grammar(KS 1 & 2) Bradford Girls Grammar (KS3&4)
16	WYKE (South) Low Moor CE PS, Shirley Manor PS, Worthinghead PS, Appleton Academy (Primary), Appleton Academy (Secondary), Wyke Children's Centre
17	IDLE AND THACKLEY (East) Greengates PS, Co-op Academy Parkland PS, Thorpe PS, Thackley PS, Blakehill PS, Idle CE PS, Immanuel College, Parkland CC
18	WIBSEY (South) St Matthews CE PS, St Paul's CE PS, St Winefride's RC PS, Wibsey PS
19	ILKLEY (Keighley) All Saints CE PS, Ashlands PS, Ben Rhydding PS, Moorfield PS, The Sacred Heart RC PS, Ilkley Grammar
20	THORNTON & ALLERTON (West) Beckfoot Allerton PS (Allerton PS), Keelham PS, Ley Top PS, Sandy Lane PS, The Academy at St James (St James' Church PS), St Matthew's RC PS, Thornton PS, Beckfoot Thornton Academy (Thornton Academy)
21	CRAVEN (Keighley) Addingham PS, Silsden Primary (Aire View Infant/Hothfield J&I), Eastburn J&I, Steeton PS, Daisy Chain CC
22	CLAYTON AND FAIRWEATHER GREEN (West) Clayton St John CE (Clayton CE PS), Clayton Village PS, Crossley Hall PS, St Anthony's RC PS, Dixons Allerton Academy, Jaamiatul Imaam Muhammad Zakaria/
23	LITTLE HORTON (East) Bankfoot PS, Newby PS, Horton Park PS, Marshfield PS, St Stephen's CE PS, Bowling Park, Crystal Gardens (Greave St), Eternal Light, The Fountain Secondary, Canterbury Nursery School & CC, Burnett Field's CC, Dixons City Academy, Rainbow Primary
24	KEIGHLEY WEST (Keighley) Ingrow PS, Laycock PS, Merlin Top PS, Beckfoot Nessfield PS, Our Lady of Victories RC PS, Worth Valley PS, Rainbow CC, Beckfoot Oakbank Academy (Oakbank), Beckfoot Phoenix Primary Special School
25	QUEENSBURY (South) Foxhill PS, Home Farm PS, Russell Hall PS, Shibden Head PS, St John the Evangelist RC PS, Stocks Lane PS, Queensbury (Secondary)
26	BAILDON (Shipley) Baildon CE PS, Hoyle Court PS, Sandal PS
27	ECCLESHILL (East) Cavendish PS, Holybrook PS, Our Lady & St Brendan's RC PS, St Luke's CE PS, Fagley PS, St Clare's RC PS, Fagley CC, Gateway CC
28	BINGLEY (Shipley) Crossflatts PS, Eldwick PS, Myrtle Park PS, Beckfoot Priestthorpe PS, St Joseph's RC PS, Trinity All Saints CE PS, Bingley Grammar, Lady Lane Park PS
29	WHARFEDALE (Shipley) Burley & Woodhead CE PS, Burley Oaks PS, Ghyll Royd, Menston PS
30	WORTH VALLEY (Keighley) Haworth PS, Lees PS, Oldfield PS, Oxenhope CE PS, Stanbury PS, Oakworth PS

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*Reported Road Casualties in West Yorkshire: Annual Report
2021*

Statistical Release: August 2021

Foreword

*Only collisions resulting in **injury** are enumerated; ‘Damage only’ crashes are not included. Incidents that are not reported to the police or reported 30 days or more after they took place, are also excluded.*

Figures for road deaths reflect the legal definition of a person who sustained injuries that caused their death at the time or within 30 days of the collision.

Summary statistics are published quarterly. This document contains a more comprehensive narrative analysis of the current year (2021) and focuses only on the trends related to major road-user categories. For detailed statistical breakdown and statistical tables in specific formats please get in touch with us (see end for contact details).

This report is in five sections:

- 1. **Headline comments***
- 2. **West Yorkshire summary results in 2021***
- 3. **Transport Strategy Performance Management***
- 4. **Road safety initiatives and campaigns undertaken during the year***
- 5. **Conclusion.***

The assistance of West Yorkshire Police is acknowledged in providing data on injury road collisions to the Accident Studies team on behalf of the five West Yorkshire Authorities. Special thanks to the Major Collision Enquiry Team and the Central Process Bureau in Bradford for their help in validating RTC records.

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Definitions

Cars: Includes taxis, estate cars, three- and four-wheel cars and minibuses except where otherwise stated. Also includes motor caravans before 1999.

Casualty: A person killed or injured in a collision. Casualties are sub-divided into 'killed', 'seriously injured' and 'slightly injured'.

Children: Persons under 16 years of age (except where otherwise stated).

Collision: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days. One collision may give rise to several casualties. 'Damage-only' collisions are not included here.

Fatal accident: An accident in which at least one person is killed; other casualties (if any) may have serious or slight injuries.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Motorcycles or powered two-wheelers (PTW): Two-wheel motor vehicles, including mopeds, motor scooters and motorcycle combinations.

Road users: Pedestrians, vehicle and horse riders, drivers and passengers.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

Slight injury: E.g. sprain (including whiplash), bruise, cut, slight shock requiring roadside attention or another minor injury not judged to be severe. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Fatal collision: A collision in which at least one person is killed; other casualties (if any) may have serious or slight injuries.

A complete list of definitions can be found on the DFT website as noted below:

<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>

Reported Road Casualties West Yorkshire: Annual Report 2021

West Yorkshire Police CRASH System

In April 2021, West Yorkshire Police (WYP) changed the system being used to record road traffic collisions. The system now being used, called CRASH, automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer, whereas the previous system allowed the reporting officer to specify the severity directly. Where CRASH has been previously rolled out elsewhere in the country, there has generally been a significant increase in the proportion of reported casualties which are classified as serious. This seems to be being replicated across West Yorkshire. We will continue to review the data with colleagues at WYP and the West Yorkshire councils.

The new system ensures a more consistent classification of severity but raises issues with presenting long terms trends in the numbers of casualties of different severities. To address this, the Department for Transport has published datasets in which the casualty severities have been adjusted to account for the change to the new system, and the DfT recommends that the adjusted data be used when making long-term comparisons. At present, the adjusted data is only available for years up to 2020 and for this report, the data for West Yorkshire has been adjusted up to 2015, with the remaining years back to 2008 being updated later this year. Moreover, January-March of 2021 still used the old system, whilst March-December 2021 utilised the CRASH system. Due to the majority of 2021 April-December having used the new CRASH system the 2021 report will be using the adjusted data as CRASH data will be used in all data and annual reports moving forward.

Reported Road Casualties West Yorkshire: Annual Report 2021

Section 1: Road Traffic Collisions in West Yorkshire 2021

1.0 Headline Comments

In 2021, the number of road users killed or seriously injured (KSI) rose by 38% from 832 in 2020 to 1179 in 2021. The total number of casualties also increased by 45% from 3559 in 2020 to 5165 in 2021.

The number of all child casualties and those KSI rose by 45% from 402 to 586 and 41% from 104 to 147 respectively. There were two child fatalities in West Yorkshire in 2021; there were two in 2020 and none in 2019.

Amongst pedestrians, KSI rose by 35% from 219 in 2020 to 297 in 2021, whilst the total number of all pedestrian casualties also rose by 59% from 587 to 935. The number of pedestrian deaths (21) increased by 40% compared to 2020.

Cyclist casualties of all severities fell again in 2021, continuing the trend of decreasing casualties since 2016 from 150 in 2020 to 120 in 2021. Fatalities also decreased by 80% from five to one in 2021. Serious?

Six motorbike riders were killed in 2021, a 50% increase compared to 2020 when four were killed. This is a reduction compared to 2019 (12).

The vulnerable road user (VRU) group of casualties comprises pedestrians (18%), cyclists (7%) and motorbike riders (3%). Together, these totalled nearly half of all KSI's (48% in 2021). The number of vulnerable road users who were killed or seriously injured increased by 45% from 388 in 2020 to 565 in 2021.

Overall, an increase in casualties was recorded on West Yorkshire's roads in 2021 compared to 2020, and the total recorded is the highest in the last three years. It should be noted that due to the lockdowns that occurred during the majority of 2020 it was anticipated that 2021 data would be significantly higher due to increased traffic levels across West Yorkshire. Moreover, January-March 2021 was also affected by the third government-imposed lockdown and this period has lower levels of traffic compared to the remainder of 2021.

Reported Road Casualties West Yorkshire: Annual Report 2021

Section 2: Reported Road Casualties in 2021

2. All Road Collisions in West Yorkshire

The number of road collisions that resulted in a road user injury being reported to the police rose by 45% from 3559 in 2020 to 5165 in 2021. Collisions resulting in the death of at least one road user rose by 4% from 45 in 2020 to 47 in 2021, despite fatalities having decreased in 2021. This is a decrease in comparison to 2018 (70) and 2019 (52).

Table 1 shows collisions on West Yorkshire roads broken down into severity by district, road class and speed limit. As seen in Table 1, those travelling on A roads have the most KSI (381) alongside 'other' (544). Collisions in West Yorkshire occurred most often on 30mph roads (2677) which represented 68% of the combined speed limit total. Leeds had the highest collision total in West Yorkshire with 1797 collisions and 19 fatalities.

District	Fatal	Serious	Slight	Total
Bradford	12	298	1148	1458
Calderdale	4	92	328	424
Kirklees	7	187	647	841
Leeds	19	388	1390	1797
Wakefield	5	165	475	645

Road Class	Fatal	Serious	Slight	Total
M	1	40	178	219
A (M)	1	10	32	43
A	16	365	988	1369
B	6	79	230	315
Other	22	522	1452	1996

Speed Limit	Fatal	Serious	Slight	Total
20	2	91	224	317
30	23	677	1977	2677
40	9	113	333	455
50	2	25	64	91
60	8	53	94	155
70	2	52	193	247

Table 1: West Yorkshire Collision Breakdown 2021

Reported Road Casualties West Yorkshire: Annual Report 2021

2.2 The Number of People Killed

The number of road deaths rose by 4% between 2020 (45) to 2021 (47). The 2021 fatality total remains above the annual totals recorded in 2016 and 2017, but below 2018 and 2019. Amongst those killed, were 21 pedestrians, one pedal cyclist, six motorcycle riders and 16 car occupants.

In 2021, 47 road users were killed in West Yorkshire. Amongst those killed were 19 30-59 olds, an increase of 137% from 2020 (8). Young drivers (aged 17-24 years) were involved in collisions that resulted in the deaths of nine road users, the same as those recorded in 2020 (8) but 27% less than in 2019 (11). The number of fatal casualties involving young drivers has fluctuated considerably in the last six years, but on average since 2013, 9 people are killed every year in collisions involving young drivers (17-24 years).

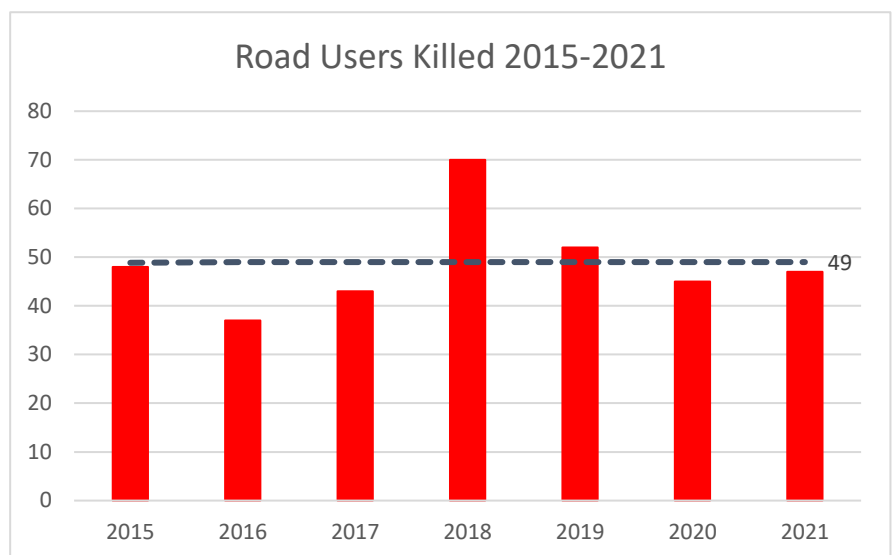


Figure 1: Road Users Killed in West Yorkshire

The combination of youth and inexperience puts younger drivers at high risk. Young drivers' inexperience means they are less able to spot hazards, and their youth means they are particularly likely to take risks. To improve the safety of young people, solutions including better training and testing systems for young people as well as investment in monitoring technology for young drivers can be explored (Brake, 2015).

Reported Road Casualties West Yorkshire: Annual Report 2021

2.3 The Number of People Killed or Seriously Injured

The number of road users in KSI rose by 42% from 832 in 2020 to 1179 in 2021., KSI across West Yorkshire comprised pedestrians (297), pedal cyclists (120), PTW riders (148) and car occupants (522). As seen below there is a large increase in the number of KSI recorded when CRASH is utilised. Moving forward, once the data has been adjusted to 2010 it is hoped that clearer trends will be set out across West Yorkshire.

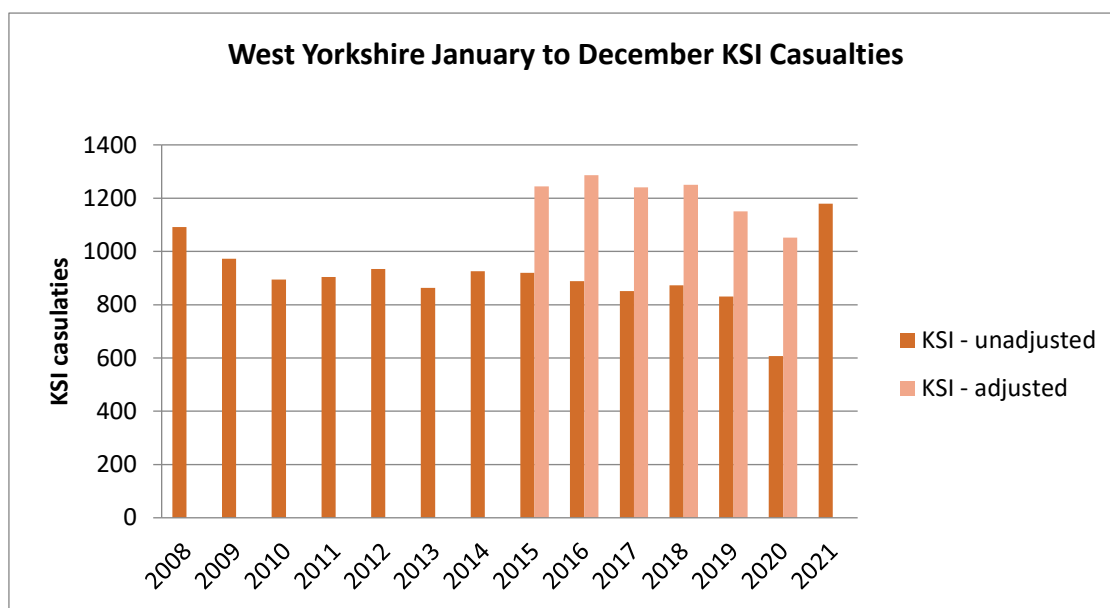


Figure 2: West Yorkshire Adjusted and Unadjusted Yearly KSI Casualties

Table 2 below shows the breakdown of KSI by vulnerable road user groups since 2016. The 2021 results are compared to the 5-year average (2016-2020). The 2021 KSI total has increased significantly since 2020, however, compared to 2016-2018 still follows a downward trend. Whilst there is a 2.7% increase in 2021 KSI compared to the average last 5 years, Pedestrian, Cyclist and PTW KSI have decreased compared to the 5-year average. Whilst the 2021 KSI has increased in Child, Pedestrian and PTW compared to 2020, this is somewhat expected due to the COVID-19 impact of 2020 when traffic was at an all-time low due to the 2020 lockdowns. Cyclist KSI for 2021 compared to 2020 has reduced significantly by 21.1%.

Reported Road Casualties West Yorkshire: Annual Report 2021

West Yorkshire		Vulnerable Road User Casualties (January-December)											
Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs			
All	<i>KSI</i>	1148	1307	1218	1231	1150	832	1179		41.7%	↑	2.7%	↑
	All severities	5277	6,799	5,804	5,439	4,786	3559	5165		45.1%	↑	-2.1%	↓
Child	<i>KSI</i>	146	184	164	159	119	104	147		41.3%	↑	0.6%	↑
	All severities	613	792	694	636	570	402	586		45.8%	↑	-4.5%	↓
Pedestrian	<i>KSI</i>	320	356	344	361	344	219	297		35.6%	↑	-7.2%	↓
	All severities	875	1,058	910	904	853	587	935		59.3%	↑	6.9%	↑
Cyclist	<i>KSI</i>	179	178	177	183	172	152	120		-21.1%	↓	-33.1%	↓
	All severities	585	637	567	552	469	462	408		-11.7%	↓	-30.3%	↓
PTW	<i>KSI</i>	185	223	218	209	193	120	148		23.3%	↑	-20.1%	↓
	All severities	380	502	437	415	348	254	322		26.8%	↑	-15.2%	↓

Table 2: Vulnerable Road User Casualties 2021

Table 3 below provides the breakdown of KSI and all severities by the district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). Overall, there has been an increase in both KSI and all severities across all West Yorkshire districts. The number of road users KSI increased by the largest percentage in Kirklees (52.8%) and Calderdale (50%), whilst Wakefield saw the smallest increase (28.9%).

West Yorkshire : January To December 2021

Local Authorities		All Casualties (January-December)											
Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs			
Bradford	<i>KSI</i>	252	266	276	262	244	211	310		46.9%	↑	23.1%	↑
	All severities	1265	1,611	1,366	1,292	1,117	937	1458		55.6%	↑	15.3%	↑
Calderdale	<i>KSI</i>	93	115	93	92	100	64	96		50.0%	↑	3.4%	↑
	All severities	410	555	450	411	366	267	424		58.8%	↑	3.5%	↑
Kirklees	<i>KSI</i>	187	222	210	198	179	127	194		52.8%	↑	3.6%	↑
	All severities	874	1,127	971	909	755	607	841		38.6%	↑	-3.8%	↓
Leeds	<i>KSI</i>	439	492	463	468	479	295	405		37.3%	↑	-7.8%	↓
	All severities	1980	2,551	2,203	1,994	1,907	1243	1,797		44.6%	↑	-9.2%	↓
Wakefield	<i>KSI</i>	176	212	176	211	148	135	174		28.9%	↑	-1.4%	↓
	All severities	750	955	814	833	641	505	645		27.7%	↑	-14.0%	↓
West Yorkshire	<i>KSI</i>	1148	1307	1218	1231	1150	832	1179		41.7%	↑	2.7%	↑
	All severities	5237	6,762	5,761	5,369	4,734	3,559	5,165		45.1%	↑	-1.4%	↓

Table 3: Reported Road traffic casualties by severity in West Yorkshire and Districts

Reported Road Casualties West Yorkshire: Annual Report 2021

2.4 All Road Traffic Collision Casualties (All Severities).

There were 5165 road casualties reported in 2021, an increase of 45% compared to 2020 (3559). The 2021 total places the county 1.4% below the average of the last five years (5237). In 2021, road casualties comprised car occupants (61%), cyclists (8%), pedestrians (18%) and PTW riders (6%).

The total number of casualties in West Yorkshire is the highest total since 2018. However, this can be partially attributed to the Covid-19 impact on 2020's total casualties. Overall, there is still a decreasing pattern, especially when compared to the last 10-year average of 6814.

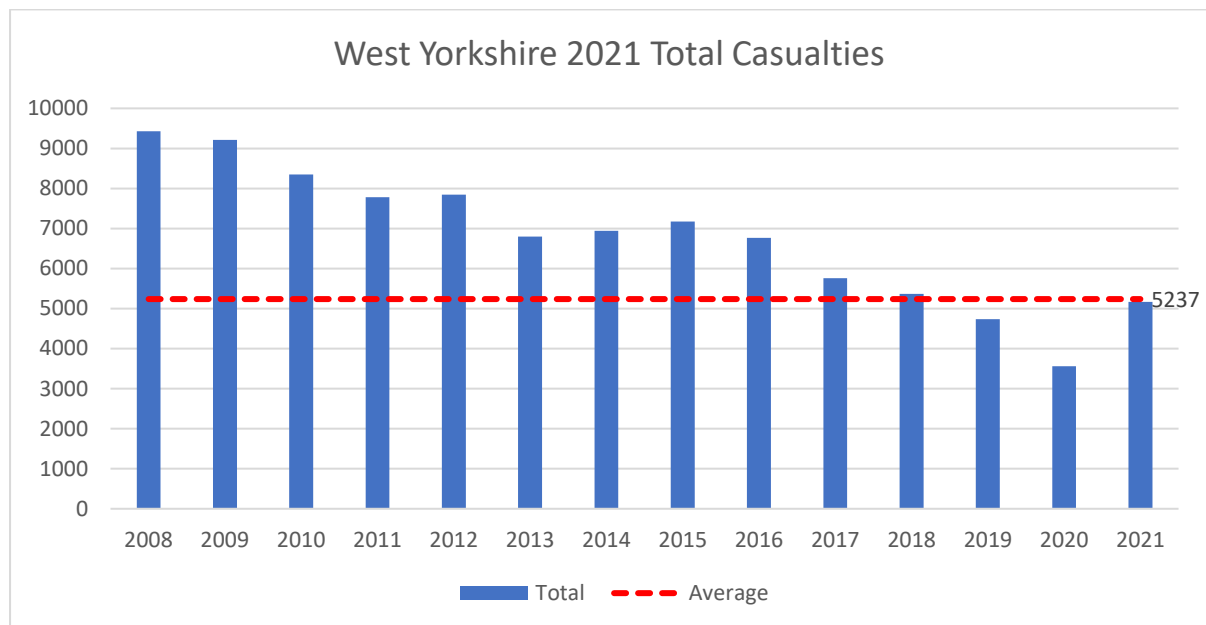


Figure 3: West Yorkshire 2021 total casualties

Reported Road Casualties West Yorkshire: Annual Report 2021

2.5 Child Casualties (All Severities)

In 2021, 586 children were injured in road collisions in the county, an increase of 45% compared to 2020 (402). Figures for child KSI also increased as seen in Figure 5 by 41% from 104 (2020) to 147 (2021), this is the first year in five years that child KSI has increased. Two children were killed this year, a 0% change compared to 2020, there were four in 2018, a reduction of 50%. Moreover, 2019 saw 0 child deaths in the county. When the age of casualties is considered, those aged 8-11 and 12-15 are the most at risk of being hurt in road collisions.

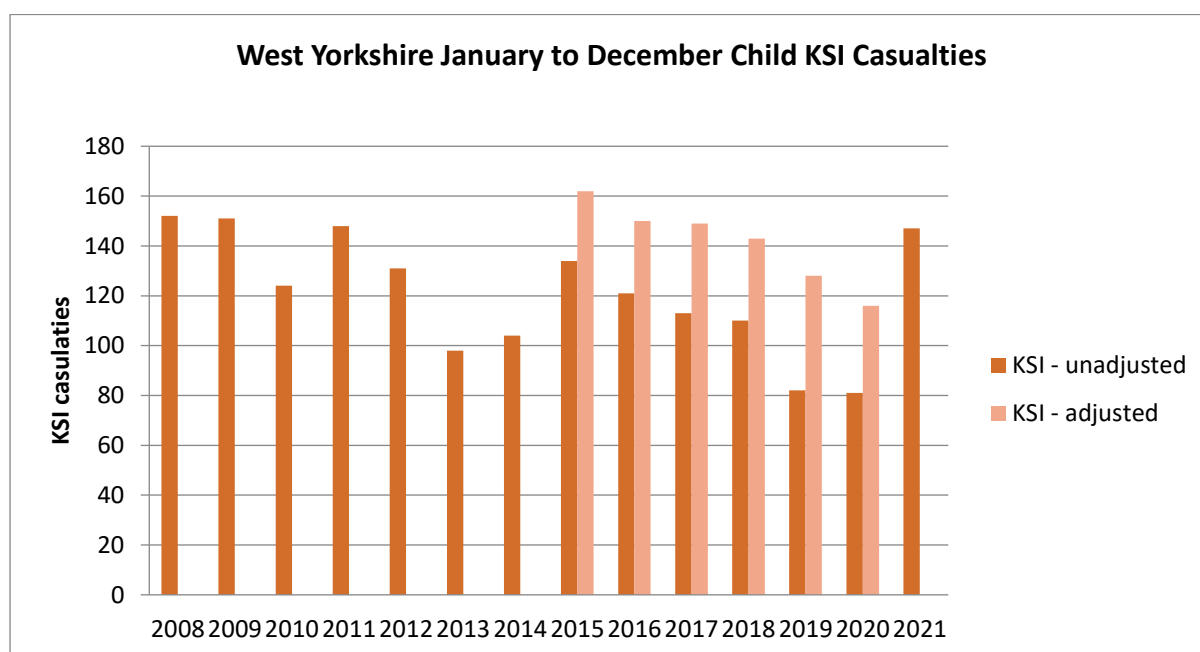


Figure 4: West Yorkshire 2021 child KSI casualties

Pedestrians represented the largest proportion of child KSI casualties, with both child deaths in 2021 being pedestrians and 87 serious casualties. Moreover, 18 children were seriously injured by pedal cycles and 23 children were seriously injured as a car passenger.

More boys are injured than girls, and the reduction in the number of boys injured is not that great; in comparison, significantly fewer girls were injured in recent years. Children aged 5-15 years account for the majority of those injured but overall, there were fewer casualties amongst all the child age groups when comparing the current year to the baseline.

Table 4 below provides the breakdown of KSI and all severities by district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). The highest percentage increase occurred in Leeds with an 82.2% increase and in Kirklees with a 60% increase. In Calderdale, there was no change compared to 2020 and Wakefield saw a decrease of 9.5%. Despite increases in 2021 Child KSI across Bradford,

Reported Road Casualties West Yorkshire: Annual Report 2021

Kirklees and Leeds, 2021 figures are still lower than that of 2016-2018. Compared to the 5-year average Wakefield and Kirklees have decreased by 7.3% and 0.7% respectively.

Child Casualties

Local Authorities	Severities	All Child Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KS/	41	46	49	42	37	28	41		46.4%	↑	1.2%	↑
	All severities	174	199	202	156	154	128	207		61.7%	↑	18.7%	↑
Calderdale	KS/	12	12	12	12	11	12	12		0.0%	↔	1.4%	↑
	All severities	50	66	60	56	43	38	39		2.6%	↑	-22.5%	↓
Kirklees	KS/	24	35	27	24	20	15	24		60.0%	↑	-0.7%	↓
	All severities	100	127	104	104	100	74	89		20.3%	↑	-10.7%	↓
Leeds	KS/	49	64	55	56	41	28	51		82.1%	↑	3.7%	↑
	All severities	209	300	239	217	198	114	184		61.4%	↑	-11.8%	↓
Wakefield	KS/	21	27	21	25	10	21	19		-9.5%	↓	-7.3%	↓
	All severities	83	100	89	103	75	66	67		1.5%	↑	-19.6%	↓
West Yorkshire	KS/	146	184	164	159	119	104	147		41.3%	↑	0.6%	↑
	All severities	613	792	694	636	570	402	586		45.8%	↑	-4.5%	↓

Table 4: Reported child road traffic casualties by severity in West Yorkshire and Districts.

Reported Road Casualties West Yorkshire: Annual Report 2021

2.6 Pedestrian Casualties (All Severities)

After a gradual decrease in total pedestrian casualties between 2016-2020, 2021 saw a 59.3% increase compared to 2020 in total casualties. The total for this year (935) is the highest total since 2016. Additionally, KSI also increased by 35.6% compared to 2020. However, 2021 figures are still lower than that of KSI totals between 2016-2019. There were significantly more deaths in 2021 (21) compared to 2020 (15); this is the second highest in the last 6 years with only 2018 having a higher fatality total (25). A total of 21 adult pedestrians were killed in 2021, of which seven were aged over 60, whilst two were children.

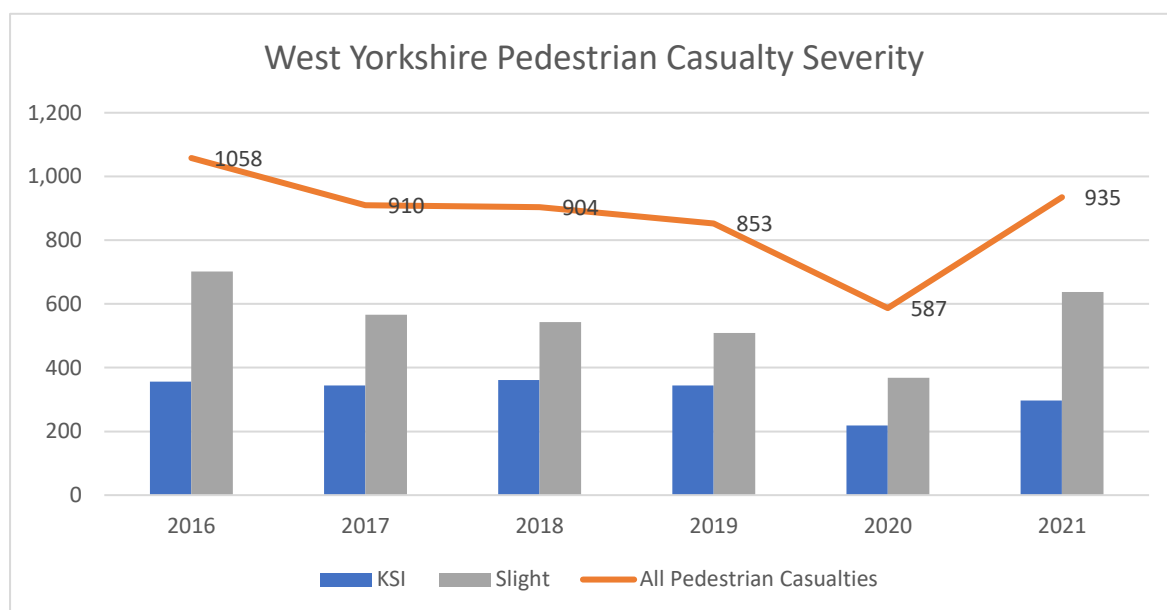


Figure 5: Pedestrian Casualty Severity in West Yorkshire

Table 5 below provides the breakdown of pedestrian KSI and all severities by district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). The table shows that on a whole pedestrian casualty total increased in all West Yorkshire districts. The largest increase in total pedestrian casualties was in Leeds at 72.2% and Kirklees at 71.9%. Total KSI also increased in all districts with the largest increase seen in Leeds at 58%.

When compared to the last 5 years, decreases in pedestrian KSI occurred across the whole of West Yorkshire. The largest decrease was seen in Kirklees at 15.7%.

Reported Road Casualties West Yorkshire: Annual Report 2021

Pedestrian Casualties

Local Authorities	Severities	All Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KSI	90	90	99	97	96	73	85		16.4%	↑	-5.6%	↓
	All severities	250	270	259	242	244	192	291		51.6%	↑	16.6%	↑
Calderdale	KSI	24	32	23	28	22	18	23		27.8%	↑	-5.5%	↓
	All severities	72	104	79	72	54	47	78		66.0%	↑	7.8%	↑
Kirklees	KSI	50	60	51	59	59	28	42		50.0%	↑	-15.7%	↓
	All severities	141	171	137	155	143	89	153		71.9%	↑	8.3%	↑
Leeds	KSI	117	135	129	125	137	69	109		58.0%	↑	-7.1%	↓
	All severities	310	389	321	315	327	187	322		72.2%	↑	3.8%	↑
Wakefield	KSI	39	39	42	52	30	31	38		22.6%	↑	-1.7%	↓
	All severities	101	125	114	119	85	72	91		26.4%	↑	-9.9%	↓
West Yorkshire	KSI	320	356	344	361	344	219	297		35.6%	↑	-7.2%	↓
	All severities	875	1058	910	904	853	587	935		59.3%	↑	6.9%	↑

Table 5: Reported pedestrian road traffic casualties by severity in West Yorkshire and Districts

Reported Road Casualties West Yorkshire: Annual Report 2021

2.7 Cyclist casualties

Cyclist injuries of all severities have been decreasing consistently in the county; the trend over the last five years is downward despite the slight increase recorded in 2016 (637). This year's total (408) is the lowest in the last 6 years, comparing favourably against the average of the last five years (585).

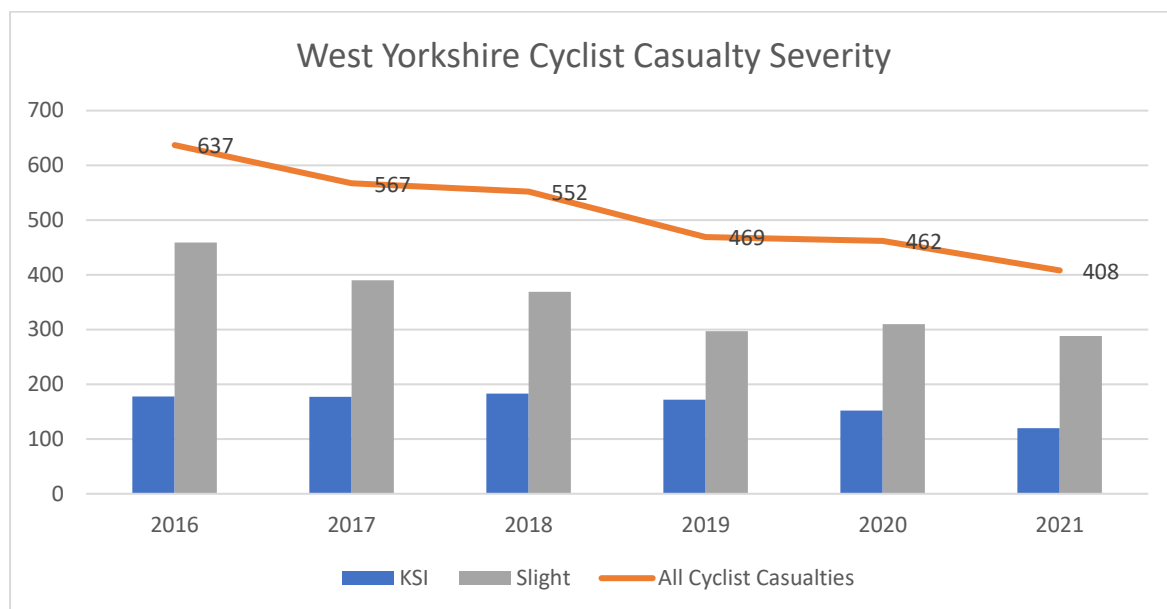


Figure 6: West Yorkshire Cyclist Casualty Severity

One cyclist was killed in 2021; five were killed in 2020 and four in 2019. KSI reduced by 21.1% from 152 in 2020 to 120 in 2021. The trend for cyclist KSI between 2016-2019 remained somewhat flat, and decreased significantly between 2020-2021, the 2021 KSI total has decreased by 33.1% compared to the average last 5 years. KSI amongst adult cyclists represents 84% of all cyclists' KSI (120).

The table below provides the figures for the most recent five years and the comparison between the current year and the baseline for the five districts. In relation to district cyclist casualties, amongst all severities, there was a decline across West Yorkshire. The largest decrease in cyclist KSI was in Leeds with 28.4% and Kirklees with a 25% decrease. The smallest reduction occurred in Bradford with a 9.7% decrease.

Reported Road Casualties West Yorkshire: Annual Report 2021

Pedal Cyclist Casualties

Local Authorities	Severities	All Pedal Cycle Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KS/	32	28	36	33	30	31	28		-9.7%	↓	-11.8%	↓
	All severities	102	97	108	102	80	89	85		-4.5%	↓	-16.9%	↓
Calderdale	KS/	13	12	12	14	13	11	9		-18.2%	↓	-28.9%	↓
	All severities	36	40	38	30	29	36	28		-22.2%	↓	-22.2%	↓
Kirklees	KS/	23	24	24	20	23	16	12		-25.0%	↓	-47.1%	↓
	All severities	72	78	73	64	62	57	44		-22.8%	↓	-38.6%	↓
Leeds	KS/	91	99	83	91	86	67	48		-28.4%	↓	-47.3%	↓
	All severities	305	347	281	286	236	221	193		-12.7%	↓	-36.7%	↓
Wakefield	KS/	21	15	22	25	20	27	23		-14.8%	↓	11.3%	↑
	All severities	71	75	67	70	62	59	58		-1.7%	↓	-17.9%	↓
West Yorkshire	KS/	179	178	177	183	172	152	120		-21.1%	↓	-33.1%	↓
	All severities	585	637	567	552	469	462	408		-11.7%	↓	-30.3%	↓

Table 6: Reported pedestrian road traffic casualties by severity in West Yorkshire and Districts

Reported Road Casualties West Yorkshire: Annual Report 2021

2.8 Powered Two-Wheeler Casualties (All Severities)

After a decrease in 2020, the total number of PTW riders injured has increased by 25.8% from 254 in 2020 to 322 in 2021. However, when compared to the 2016-2019 totals the 2021 casualty figure is 15% lower than the five-year average (380). Six riders were killed in 2021 (4 in 2020 and 12 in 2019). Total KSI increased by 23.3% in 2021, however, there was a decrease in the 5-year average by 20.1%. Across West Yorkshire districts KSI totals increased in Leeds, Bradford, Calderdale, and Kirklees, the highest having occurred in Calderdale by 133.3%. The only decrease in PTW KSI occurred in Wakefield with a 33.3% decrease which continues the trend of continued decreasing KSI in Wakefield.

Local Authorities		All PTW Casualties (January-December)										
Local Authorities	Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2020 vs last year	2021 vs avg last 5yrs	
Bradford	KSI	32	50	30	32	21	26	31		19.2% ↑	-2.1% ↓	
	All severities	70	99	66	83	45	62	63		1.6% ↑	-9.6% ↓	
Calderdale	KSI	15	16	19	17	20	6	14		133.3% ↑	-8.7% ↓	
	All severities	30	39	33	31	33	16	27		68.8% ↑	-9.5% ↓	
Kirklees	KSI	35	39	45	30	42	22	34		54.5% ↑	-3.8% ↓	
	All severities	74	87	89	81	71	43	75		74.4% ↑	0.9% ↑	
Leeds	KSI	72	89	86	83	76	42	53		26.2% ↑	-25.9% ↓	
	All severities	139	181	170	143	137	88	115		30.7% ↑	-17.3% ↓	
Wakefield	KSI	31	29	38	47	34	24	16		-33.3% ↓	-48.9% ↓	
	All severities	67	96	79	77	62	45	42		-6.7% ↓	-37.2% ↓	
West Yorkshire	KSI	185	223	218	209	193	120	148		23.3% ↑	-20.1% ↓	
	All severities	380	502	437	415	348	254	322		26.8% ↑	-15.2% ↓	

Table 7: Reported PTW road traffic casualties by severity across West Yorkshire and Districts

Reported Road Casualties West Yorkshire: Annual Report 2021

2.9 Car Occupant (All Severities)

Car occupant casualties represented 62% of all casualties in West Yorkshire in 2021, and casualties have risen from 2835 in 2020 to 3186 in 2021, a 12.4% increase.

In 2015, fatal injuries among car occupants fell significantly from 32 the previous year to 14 (56%). That total remained unchanged in 2016 (14) and 2017 (15) before increasing significantly in 2018 (33). In 2019, there was a 46% reduction compared to 2018 with a total of 18 fatalities. In 2020 a total of 18 people were killed, and in 2021 this decreased by 11% with 16 people fatally injured. A total of five fatalities occurred in those aged 25-29 and four occurred amongst those aged 60+.

As seen from the table below, across all of West Yorkshire, car occupant KSI has increased by 67.3%, from 312 in 2020 to 522 in 2021. The largest increase in KSI was seen in Bradford with a 101.4% increase and Wakefield with a 62% increase. When comparing 2021 to the average of the last 5 years, West Yorkshire KSI has increased by 24.9% whilst total casualties have decreased by 12.3%.

Car Occupant Casualties

Local Authorities	Severities	All Car Occupant Casualties (January-December)							Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs
		Last 5yrs avg	2016	2017	2018	2019	2020	2021			
Bradford	KSI	89.2	95	105	88	84	74	149		101.4% ↑	67.0% ↑
	All severities	903	1046	1077	884	815	693	943		36.1% ↑	4.4% ↑
Calderdale	KSI	36.2	49	36	31	38	27	40		48.1% ↑	10.5% ↑
	All severities	289	335	338	287	256	229	270		17.9% ↑	-6.6% ↓
Kirklees	KSI	70.4	90	81	77	50	54	96		77.8% ↑	36.4% ↑
	All severities	632.4	822	717	614	567	442	526		19.0% ↑	-16.8% ↓
Leeds	KSI	141.2	149	143	147	160	107	156		45.8% ↑	10.5% ↑
	All severities	1278	1,522	1,455	1,253	1,072	1,088	1,030		-5.3% ↔	-19.4% ↓
Wakefield	KSI	80.8	156	64	75	59	50	81		62.0% ↑	0.2% ↑
	All severities	529	622	608	516	516	383	417		8.9% ↑	-21.2% ↓
West Yorkshire	KSI	417.8	539	429	418	391	312	522		67.3% ↑	24.9% ↑
	All severities	3631.4	4,347	4,195	3,554	3,226	2,835	3,186		12.4% ↑	-12.3% ↓

Table 8: Reported Car Occupant Road traffic casualties by severity across West Yorkshire and Districts

Reported Road Casualties West Yorkshire: Annual Report 2021

2.9.1 Public Service Vehicles (Bus or Coach) casualties

The casualties from collisions involving PSVs have increased in 2021 by 54% compared to 2020. In 2021, there were no deaths involving PSVs and there have not been any deaths in the last 6 years.

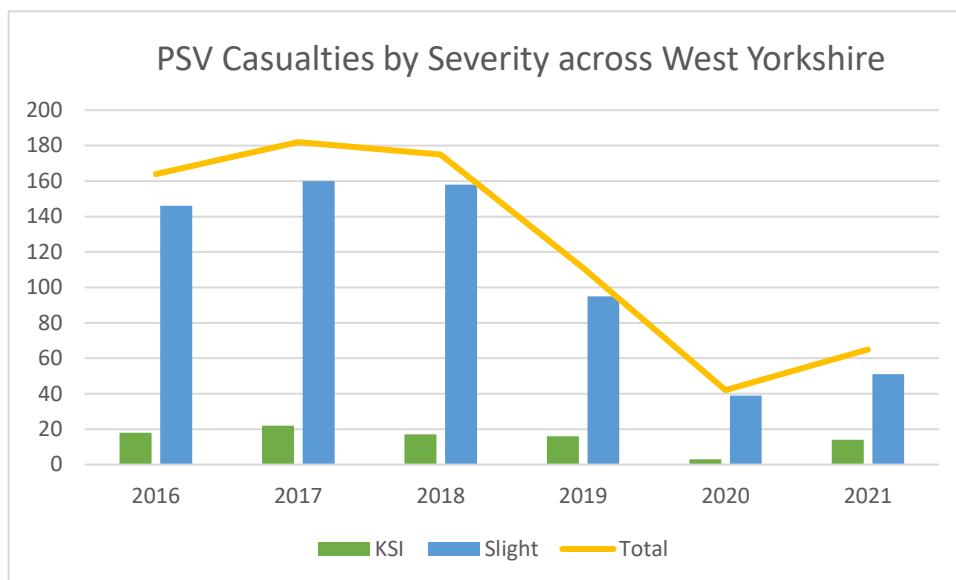


Figure 7: PSV casualties by severity across West Yorkshire

Between 2017-2020 the number of all severities gradually decreased, with a decrease of 62% from 2019 to 2020. KSI rates have steadily been decreasing from 22 in 2017 to 16 in 2019, with 14 KSI in 2021.

The number of bus casualties tends to fluctuate, often widely, due to the potential number of casualties resulting from a single incident. Hence, we are liable to see more year-on-year variation. Moreover, from March-June 2020 bus use heavily decreased due to the COVID-19 pandemic and UK lockdown which saw only essential workers using public transportation.

Reported Road Casualties West Yorkshire: Annual Report 2021

Section 3.0: Transport Strategy Performance Management Framework: KSI Target, Current Position.

Our key indicator is reported road casualties. Ensuring the safety of all users of our streets and highway network and reducing the risk of being killed or seriously injured on our roads is essential to the creation of safe, healthy places for communities and businesses, where people feel safe enough to walk or cycle more. We want to significantly and continuously reduce the number of people killed or seriously injured (KSI) by 42% by 2027 compared with the recorded KSI in 2016 (unadjusted).

In 2021, a total of 1179 road users were killed or seriously injured, an increase of 41.7% from when? and a 10% reduction when compared to the 2016 KSI total. The number of those KSI on West Yorkshire roads has fluctuated greatly in the last 6 years, especially due to the COVID-19 traffic impact. However, 2021 KSI totals are still lower than that of 2016-2018 with a very small increase compared to 2019 of 2%.

The number of road deaths which surged by 63% between 2017 (43) and 2018 (70) fell in 2019 to 52 casualties and this trend continued into 2020 with 45 fatalities. However, this increased by 4% to 47 in 2021. Amongst the road deaths were 21 pedestrians, one cyclist and 16 car occupants. Two child deaths were recorded this year, one in the 5-9 age bracket and the other in the 10-14 age bracket. Overall, in 2021 there has been an increase in collisions across West Yorkshire. This year the county was above the target point (947), however, due to the CRASH adjusted data consideration of the WY Transport target trajectory may need to be revised.

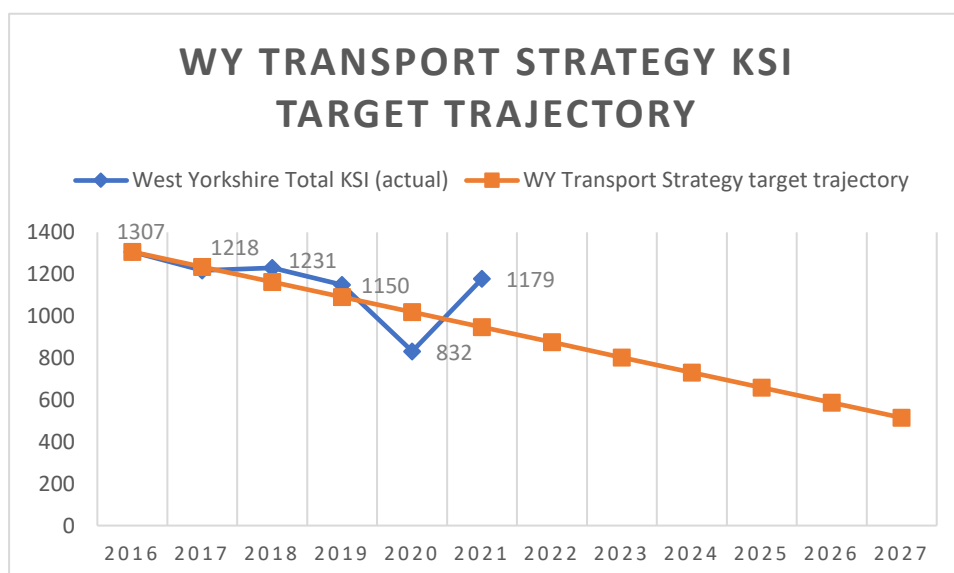


Figure 8: West Yorkshire transport strategy target.

Reported Road Casualties West Yorkshire: Annual Report 2021

4.0 West Yorkshire Safe Roads Delivery Group

The West Yorkshire Safe Roads Delivery Group (WYSRDG) comprises representatives from the five district road safety teams and includes Bradford Design and Marketing team, WY Police and WY Fire and Rescue Services. Funding allows the group to deliver projects based on regional priorities.

4.1 Education

Theatre in Education Tour for Y7 & Key Stage 5 pupils

Casualty data consistently shows that young people in the early years of secondary school are particularly vulnerable to injury on the roads, particularly as pedestrians. To address this, the group commissioned a company to deliver a Theatre in Education performance to Y7 students across the region. Due to the impact of covid-19, the tour ran virtually between April – October 2021. Because the costs of delivering a virtual tour were lower than the costs of a live tour, the company also delivered a virtual Key Stage 5 tour focusing on driver and passenger safety and a series of short films, PowerPoint presentations and notes for teachers to use to deliver road safety education to pupils themselves.

Tables 1.1 & 1.2 summarise the sessions delivered. **Because sessions were delivered virtually, some settings had multiple sessions.*

Table 9: Deadly Distraction Y7 Virtual Tour

Region	Number of Settings :	Number of Sessions:
WEST YORKS - Leeds	10	13
WEST YORKS - Kirklees	10	15
WEST YORKS - Calderdale	9	10
WEST YORKS - Bradford	14	14
WEST YORKS - Wakefield	11	11
TOTAL	54	63

Table 10: Wanna Lift KS5 Virtual Tour

Region	Number of Settings:	Number of Sessions:
WEST YORKS - Leeds	7	9
WEST YORKS - Kirklees	2	19
WEST YORKS - Calderdale	2	2
WEST YORKS - Bradford	10	14
WEST YORKS - Wakefield	4	5
TOTAL	25	49

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Pupil & Parent Leaflets:

In addition to the Y7 TIE tour, transition resources were also provided to pupils and parents of children moving from Year 6 to Year 7 (from Primary to Secondary school). Teams distributed these to Y6 pupils during the summer term, often to tie in with transition days when Y6 students were visiting their new high school. To supplement the leaflets, most authorities also provided lesson plans, online resources or face-to-face education for pupils.

4.2 Radio Advertising

WOW, Package:

As part of the WOW package, a programme of 1800 radio adverts ran across the year on Heart Radio. As part of the package, additional adverts were played whenever airtime was available. Over the year this amounted to more than 750 free adverts. Advert content was aligned to a wider West Yorkshire communications calendar and also linked to the National Police Chief's Calendar and other local and national campaigns. The advert schedule is shown in table 1.3 below.

Table 11: WOW advert schedule 21/22

April -21	Cyclists (2 ads: one for drivers, one for cyclists)
May -21	Mobile phones (texting) / Sharing the road
June -21	Drink Drive/ Mobile phones (texting)
July -21	Drink Drive / Seat belts / Op Snap
Aug -21	Child Safety / Cyclists (aimed at drivers)
Sept -21	Sharing the road / Back to school / Role Model
Oct -21	Be Bright Be Seen / Older pedestrians / Seat belts
Nov -21	Mobile phones/ Slow down
Dec -21	Drink Drive/ Drug Drive / Flash
Jan -22	Op Snap / Slow down
Feb -22	Mobile phones / Be Bright Be Seen / Flash
March - 22	Motorcyclists / Slow down

4.3 School Parking Radio Campaign

In addition to the WOW packages, radio advertising to address school gate parking issues ran on Heart Radio for two weeks after every school holiday. A 'thermal' advert also aired on days when temperatures dipped below zero with road conditions likely to be affected. The advert aimed to reach drivers before they left the house and remind them of the importance of being prepared for winter driving.

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4.4 E-scooter campaign:

The use of privately owned e-scooters has risen in recent years. Although casualties currently remain low, in response to issues raised by WY Police, a leaflet was developed for officers to distribute when they stopped people from riding these vehicles. The leaflet explains why e-scooters cannot be legally used on the roads in West Yorkshire. Districts were also supplied with a small stock of the leaflets for distributing to community hubs etc. In addition, a radio advert was developed and aired in December 2021 on Heart, Pulse, & Greatest Hits radio in an attempt to dissuade people from purchasing e-scooters as Christmas gifts. A total of 269 slots were delivered with 1.016 million opportunities to hear. A series of social media tiles were developed for districts to use across their social media platforms.



4.5 Digital outdoor advertising (I-van):

A digital advertising vehicle was used to deliver road safety messages into the heart of key communities during 2021. The vehicle is driven to pre-determined locations and is then parked up displaying road safety messages. Districts used local data and intelligence to determine suitable locations for messages to be displayed. Over the course of the vehicle was used:

- 13th June - 11th July (Drink Drive) tied in with when the England men's team were playing their Euro 2020 games.
- 25 to 31 October (Be Bright Be Seen, seat belts, tyre safety)
- 22 to 28 November (Be Bright Be Seen, seat belts, tyre safety)
- 13-19 December (Drink Drive)

4.6 Social media:

During 2021/22 the group re-developed their communications plan and reviewed how existing and new DfT/ Think resources could be used most effectively and at which point during the year. A sum per authority was then allocated to allow for boosted advertising targeted directly at key demographic groups / cohorts.

National problems with social media advertising and ongoing issues associated with covid-19 meant delays were incurred with this work, but advertising commenced in Dec 2021 in time

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to allow the use of the Think 'Pint Block' resources aimed at reminding young male drivers not to drink and drive over the festive season.

4.7 Film project with Local TV:

In 2021, the group worked with Local TV (Leeds TV) on a project to develop 12 short road safety films. Once produced films would be aired on Leeds TV and shared across social media channels and then be available for the group to use as part of their ongoing comms and publicity campaigns. By the end of the year all 12 scripts were finalised and one film - focusing on not drinking and driving during the festive season - had aired, with production about to commence on two others.

Section 5: Conclusion

This report summarises the statistics on road traffic collisions and casualties in West Yorkshire as well as key findings for each of the five districts of the county. Overall, 45% more casualties were recorded on West Yorkshire's roads in 2021 compared to the previous year, namely due to the low traffic levels recorded in 2020 due to the COVID-19 pandemic.

The number of those KSI in West Yorkshire has increased by 42%, however, compared to the 2016-2018 data which is pre-covid the 2021 data still follows a downward trend. Whilst the 2021 KSI has increased in child, pedestrian and PTW groups compared to 2020, this is somewhat expected due to the COVID-19 impact of 2020 whereby traffic was at an all-time low due to the 2020 lockdowns. Moreover, although there is a 2.7% increase in 2021 West Yorkshire KSI compared to the average of the last 5 years, pedestrian, cyclist and PTW KSI has decreased compared to the 5-year average. Additionally, Cyclist KSI for 2021 compared to 2020 has reduced significantly by 21.1%.

The vulnerable road user (VRU) group of casualties is comprised of pedestrians (18%), cyclists (7%) and PTW riders (3%). Together, these totalled nearly half of all KSI's (48% in 2021). The number of vulnerable road users who were killed or seriously injured increased by 68% from 388 in 2020 to 565 in 2021. Overall, in the last decade, casualties amongst the most vulnerable road users have shown a slow but persistent rate of reduction. There is a need to continue strategies that focus on reducing the number of injuries to vulnerable road users. Given that the goal for all road users is to achieve a safe journey, VRUs start from a position of considerable disadvantage and inequality. Road safety actions need to focus on protecting this group, to significantly reduce those KSI and increase the chance of meeting the 2027 target, and the Vision Zero 2040 aim.

Report of the Strategic Director of Place to the meeting of the Regeneration and Environment Overview & Scrutiny Committee to be held on 20 September 2022

G

Subject:

Transport Delivery Plan Performance Report 2020-22.

Summary Statement:

This report updates the committee on the outcome of the delivery programme for the Highways and Transportation teams' capital work programmes during the 2020/21 and 2021/22 financial years. The report covers 2 years because the pandemic has disrupted reporting procedures and scheme delivery.

An indication of the forward programme of capital works is also provided against emerging and existing funding streams and Council priorities including details of any funding bids which have been submitted.

EQUALITY & DIVERSITY:

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. 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 characteristics 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 take account of disabled person's disabilities and makes it clear that compliance with the duties 'may involve treating some persons more favourably than others'. It is evidence that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one of more of the relevant protected characteristics. Some of these were identified in

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

the Integrated Sustainability Assessment undertaken on LTP3 as identified in the report to Executive on 18 March 2011 – Transport Delivery Plan 2011/12 (paragraphs 9.1.2 to 9.1.7)

1. SUMMARY

- 1.1 This report updates the committee on the outcome of the delivery programme for the Highways and Transportation teams’ capital work programmes during the 2020/21 and 2021/22 financial years.
- 1.2 An indication of the forward programme of capital works is also provided against emerging and existing funding streams and Council priorities including details of any funding bids which have been submitted.

2. BACKGROUND

- 2.1 Covid19 continued to have an impact on the service delivery of the Transportation and Highways function which adversely affected its delivery of its capital works programmes for 2020/21 and 2021/22.
- 2.2 A lot of work has gone into submitting bids for funding from the City Region Sustainable Transport Settlement, Active Travel Fund tranche 3, Towns Fund and Levelling Up funds.
- 2.3 Inflation is causing a significant issue, with programmes and schemes having to be reduced in scope to fit relevant funding envelopes.

3. OTHER CONSIDERATIONS

- 3.1 Work has continued on developing and delivering the Local Transport Plan, the West Yorkshire + Transport Fund, Active Travel Funds and Transforming Cities Fund schemes. A summary of these programmes is set out below, with further details of particular projects under these programmes provided in the related appendices.

City Region Sustainable Transport Settlement (Appendix 1)

- 3.2 Following a successful bidding process by the Combined Authority to the DfT, on 29th July Bradford Council was awarded £68m from the City Region Sustainable Settlement for 4 schemes:

Table 1: CRSTS Schemes

Scheme	Amount
Steeton Silsden cycling and walking Improvements	£9.5m
Wakefield Road Sustainable Transport Corridor	£20m
Kings Road Sustainable Transport Corridor	£35m

Bus Hotspots (Westgate / Drewton Rd / Lumb Lane; Leeds Rd gyratory; Bolton Rd / Leeds Rd / Stone Hall Rd)	£3.5m
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3.3 These schemes are to be delivered by 2027

3.4 The Settlement also includes Highways and Asset maintenance, replacing the previous LTP maintenance block allocation.

Transforming Cities Fund (Appendix 2)

3.5 The Council were indicatively awarded funding of £89m from the Transforming Cities Fund to deliver an ambitious programme of four inter-related schemes for Bradford city centre following a successful bidding process undertaken by the Combined Authority to the Department for Transport. The four schemes comprising Bradford’s element of the TCF programme are:

- a) Bradford Interchange Station Access;
- b) Bradford City Centre Cycling and Walking Improvements;
- c) South Bradford Park and Ride & Bus Expressway; and
- d) West Bradford Cycle Superhighway Extension.

3.6 Delivery of this portfolio of schemes is on a challenging accelerated timescale due to the funding conditions of the TCF. In recognition of the difficulties caused to capital programme delivery timescales the previous funding restrictions mandating scheme completion by end of March 2023 were lifted and funding for the final years of TCF was transferred to the CRSTS funding stream. Whilst the initial deadline has been removed the service are mandated to ensure that all projects are completed prior to the Christmas 2024 embargo period (i.e. by November 2024) in order to avoid any disruption to the City of Culture 2025 programme.

West Yorkshire+ Transport Fund (Appendix 3)

3.7 The first scheme in the Council’s West Yorkshire+ Transport Fund (WY+TF) programme, widening of the A650 Hard Ings Road, Keighley was completed on site in October 2020, and continues to be performing well. Monitoring and evaluation of the scheme objectives is ongoing. Other schemes within this programme include:

- a) Harrogate Road / New Line junction;
- b) Bradford to Shipley Route Improvement Scheme;
- c) South East Bradford Access Road;
- d) A650 Tong Street Improvements;
- e) Bradford Interchange Station Gateway;
- f) Bradford Forster Square Station Gateway;
- g) Corridor Improvement Programme – Gt Horton Road / Horton Grange Road junction improvement;
- h) Corridor Improvement Programme – Thornton Road / Toller Lane junction improvement; and
- i) Corridor Improvement Programme 2 – Cutler Heights / Dick Lane.

- 3.8 The start of construction on the second WY+TF project (Harrogate Road / New Line junction improvement) was impacted by the pandemic which delayed the start on site which was originally planned during the 2019/20 financial year. Despite being delayed in commencing this project was delivered through the pandemic period and has recently been completed and opened fully to traffic.
- 3.9 In addition to the above named schemes there are a number of other Transport Fund schemes which have either been delivered or supported by the service which impact on Bradford's transport network. These schemes are either being managed by WYCA or led by other district Councils on behalf of Bradford and include:
- a) UTMC Computer system upgrade - which migrated all UTC and UTMC computer systems into the cloud across West Yorkshire establishing for the first time a common database solution across West Yorkshire;
 - b) Traffic Signal Upgrades – A £600,000 investment in the Council's traffic signal asset removing life expired installations across the district; and
 - c) A641 Corridor Improvement Scheme – A major corridor improvement programme to bring bus, cycling and walking improvements between Huddersfield and Bradford through Brighouse led by Calderdale MBC.

Those projects aligned to the upgrade of the Council's traffic signal assets (a) and (b) above have similarly been completed within the reporting period.

Active Travel Fund (ATF Tranche 1, 2,3 & 4) (Appendix 4)

- 3.10 As part of the Government's response to the pandemic two tranches of funding were announced nationally for active travel schemes at short notice. In response to these announcements the service was successful in securing funding of circa £2.5m for Bradford across both tranches. The schemes in these programmes were particularly aimed at temporary road space reallocation schemes (with a view to making these permanent at a later stage). Examples of schemes implemented under ATF1 include:
- a) A650 Wakefield Road pop-up cycleway;
 - b) Manchester Road cycle facilities;
 - c) Hall Ings Cycle Lanes;
 - d) Numerous parklets (e.g. North Street, Saltaire and Cavendish Street, Keighley);
 - e) School Streets; and
 - f) Pavement provision under a railway bridge at Ben Rhydding.

Local Transport Plan / Integrated Transport Block and Highway Maintenance Block (Appendix 5)

- 3.11 The Integrated Transport Block of the Local Transport Plan funds programmes of schemes including:
- a) Area committee integrated transport/road safety schemes;
 - b) Network management (traffic signal) schemes;
 - c) Healthy Streets;
 - d) Bus Hotspots; and

e) Major Projects Bid Development;

The funding allocation for these projects in 2020/21 was £2.241m and £1.461m in 2021/22. Due to the reallocation of staff resources in response to the pandemic a number of projects were not delivered within year and a carry-over of £1.203m of projects was therefore necessary into the 2021/22 financial year

3.12 The funding for the Highway Maintenance Block in 2020/21 was £6.008m and £4.286m in 21/22. Due to additional Pothole funding this was increased by £3.869m in 20/21 and £3.429m in 21/22. A further £1.075m was received in year for the 20/21 Challenge Fund. This funding is allocated based on asset types to the on-going maintenance and repair of the highway network, including the following:

- a) Bridge strengthening, inspection and assessment;
- b) Road Maintenance;
- c) Street lighting maintenance;
- d) Retaining Walls repairs; and
- e) Pothole fund.

Work on highway maintenance programmes was not impacted during the pandemic

Smart Street Lighting Project (Appendix 6)

3.13 The Smart Street Lighting project is an invest to save scheme involving the replacement of approx. 59,000 existing street lighting luminaires with energy efficient LED units, as part of the project a survey of the entire street lighting column assets has been undertaken and their structural condition assessed, based on this assessment around 19,000 columns will be replaced. The project also includes the installation of a LoRAWAN network on which a Central Management System (CMS) will be hosted giving dynamic control of the street lighting and providing real time data collection from the street lights to determine faults, power consumption and the facility to install other LoRAWAN sensors to capture other data, not only for the Council but the private sector and public as well. These could include air quality, road surface temperature, river level sensors and many other applications.

3.14 To alleviate installation issues the project is split in to 'in scope' and 'out of scope work', the 'in scope' to be carried out by the contractor (Amey OW Ltd.) and the 'out of scope' work which is predominantly, heritage assets, back streets, wall brackets, pole brackets and public realm decorative equipment to be carried out by the in house operational teams or passed to Amey dependent upon workload.

Mass Rapid Transit (Appendix 7)

3.15 WYCA are leading a programme to introduce a new Mass Rapid Transit system to West Yorkshire. This will be a new low-carbon mode of transportation such as light rail or tram to complement existing bus and rail services. It will be developed in phases, the first phase of which is currently anticipated to be a line linking Bradford city centre with Leeds and Dewsbury. Future links would extend this core backbone with links from Bradford to Leeds Bradford International Airport and Halifax. There would be numerous intermediate stops on the system to enable public transport-led regeneration and new housing.

- 3.16 A Mass Transit Vision document has been published and the prospective plans have been consulted on as part of the West Yorkshire Connectivity Plan. Further route refinement will take place over the next few months. Whilst this programme is still several years away from the start of construction, which could start from the late 2020s, the first stage(s) could potentially be opened in the latter half of the decade.

Northern Powerhouse Rail (Appendix 8)

- 3.17 Subsequent to the publication of the Integrated Rail Plan (IRP) in November 2021, the NPR programme has transferred from TfN to DfT ownership, which means that local communities get much less say and involvement in the development of NPR plans.
- 3.18 While previous plans for NPR would have seen a new high-speed line being built between Manchester and Leeds via a new city centre station in Bradford, the 2019 Government decided in the IRP that they did not want to invest in Bradford's connectivity in this way. As the scheme currently stands, there will be a new line between Manchester and Marsden only, and DfT have not yet agreed to funding a new through station for Bradford.
- 3.19 The programme is still several years away from the start of construction which could start from the mid-2020s. A new Bradford through station to support NPR could though open from the end of the decade

Electric Vehicle Charging Points

- 3.20 The electric vehicles charge point schemes sit outside the Highways & Transport departments Capital budget, but an update has been provided as it relates to travel.

Neighbourhood Charge Points

- a) A Grant of £330,850 has been awarded from the governments On-Street Residential Charge Point Scheme. The grant covers 75% of the funding the other 25% was funded via Community Infrastructure Levy. The project will enable 38 neighbourhood charge points to be installed across 14 council car park locations allowing up to 75 vehicles to be plugged in.
- b) These new charge points will be in residential areas where there is limited off-street parking, such as areas with terraced houses, cottages and flats, where there are no driveways to install private charge points.
- c) The locations are on council-owned land used for parking – either car parks or laybys – which are accessible 24 hours per day.
- d) The neighbourhood charge points are currently being installed aiming at all being operational before the end of this year.

Planning requirements

- e) Recently Wyke Sport Village and Oakworth Crematorium have had charge points installed both of which are new builds and were the result of planning requirements, any new council building project will have charge point incorporated into the building design as part of the planning conditions.

Fleet Charge Points

- f) PAG has released £300,000 to enable charging infrastructure to be installed at our sites to enable our fleet vehicles below 3.5 tonnes (cars & small vans) to be replaced with electric vehicles, ensure our vehicles are CAZ compliant and meet the Climate Emergency objectives.

Local Electric Vehicle Infrastructure (LEVI) Bid

- g) WYCA and the 5 district councils have applied for £1.5m of grant funding from LEVI, which will look to also leverage between £1.5m and £4.5m of private investment to deliver 150 - 520 chargepoints.
- h) The West Yorkshire (LEVI) Pilot Scheme will aim to install residential chargepoints through charging hubs close to residential areas using an innovative delivery approach to ensure the optimum charging opportunities are secured for West Yorkshire residents. Designed to respond to local community needs, projects will test the best means of delivering a diverse portfolio of chargepoint sites by leveraging maximum private investment.
- i) We are currently awaiting the outcome of this funding bid.

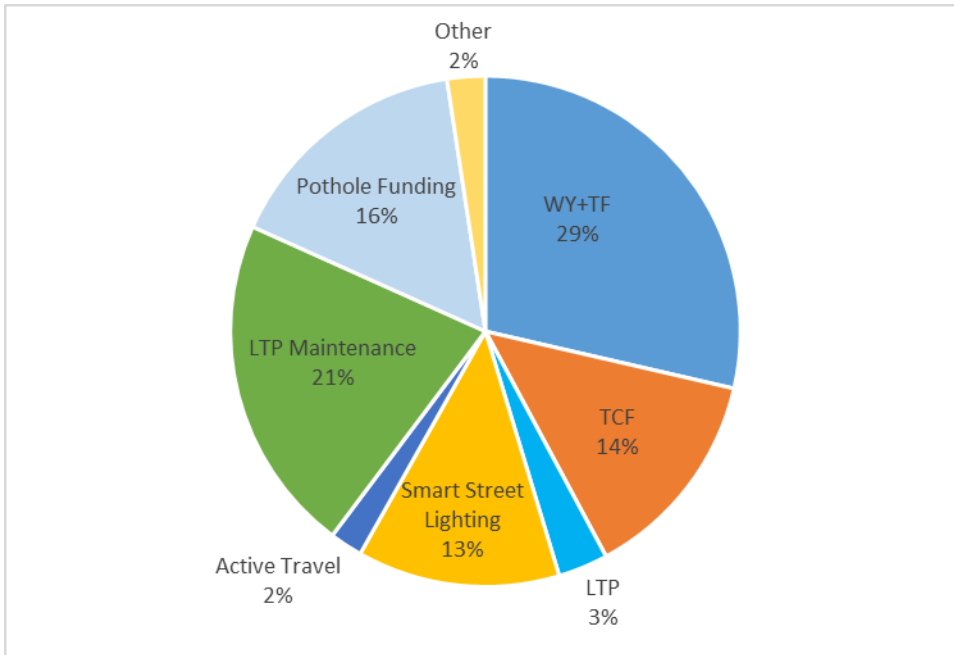
Funding Bids

3.21 In addition to working on delivery of the capital programme the service has been responding to funding announcements made during 2020/21 and has had to prepare proposals for these bids in response to challenging bid timescales. Examples of bids which have been prepared over the past year include:

- a) Get Britain Building Fund – Canal towpath improvements between Apperley Bridge and Kildwick, delivered through the Canals and Rivers Trust);
- b) Capability Fund (Active Travel Fund 3) – Development of further Active Travel Neighbourhoods (ATNs), Mini-Holland proposals, school streets and footpath improvements;
- c) Towns Fund – Place making interventions including active travel improvements in Shipley/Saltaire and Keighley; and
- d) City Region Sustainable Transport Settlement.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 The measures being undertaken by the Council and its partners through these funding streams are being delivered through a range of specific capital grants and revenue budgets. Overall between 2020/21 & 2021/22 the service managed to deliver a programme of works of circa £43.683m across its portfolio of programmes comprised as shown below:



4.2 With the introduction of major capital programmes, such as Transforming Cities, the service has had to procure additional support for delivery of its programmes to supplement its own internal resources. As the intensity of delivery for these programmes ramps up over the next couple of years this is likely to be a maintaining trend.

5. RISK MANAGEMENT & GOVERNANCE ISSUES

5.1 The programmes of schemes described in this report are subject to robust risk management and governance arrangements to ensure their delivery is effectively managed at both WYCA and Council levels. Individual programme boards, comprising representatives of the Council and their WYCA counterparts meet on a monthly basis to review progress of individual schemes; this arrangement operates for the TCF, NPR, MRT, WY+TF and ATF portfolios. A rigorous risk management process is applied to these projects and programmes with comprehensive risk registers being developed and maintained at both project and programme levels.

5.2 Highway Maintenance Block and Integrated Transport Block schemes are delivered by individual teams and programmes within these funding streams are reported to the appropriate Area Committee for determination and management.

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

Sustainability Implications

During the pandemic the Government released a number of new policies related to infrastructure schemes including LTN1/20 (Cycle Infrastructure Design) and Bus Back

Better, National Bus Strategy for England which place specific requirements on all future transport schemes to include enhanced measures to support sustainable transport. The requirements of these policies have been adopted as far as possible across all schemes which are at an advance stage of delivery (Outline Business Case or later) within the Highways and Transportation delivery programme and are fully adopted in schemes which are in the early stages of development.

Greenhouse Gas Emissions Impacts

In the context of the Climate Emergency declared by the Council in January 2019, reducing greenhouse gas emissions - particularly carbon emissions from transport – is a priority for the district. The Local Transport Plan's ISA suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with WYTS proposals when compared to the 'do minimum' scenario, but since WYTS was adopted, WYCA have stated their ambition of becoming a net zero carbon city region by 2038. WYCA and the Council are working to identify pathways for carbon reduction to meet these ambitions. Therefore, more recent programmes, such as Transforming Cities or Active Travel have seen greater emphasis placed on measures to reduce carbon emissions from transport. A fuller understanding of carbon pathways is being developed including a standardised carbon assessment tool which will be used to assess all future transport infrastructure projects once it is available.

In the meantime, the Council is acting to reduce carbon from transport through the installation of EV charging points, promotion of cycling and walking measures, upgrading street lighting to LED luminaires and implementing a Clean Air Zone which will help reduce carbon dioxide and nitrogen dioxide emissions, as well as planning for a range of interventions to boost sustainable transport options.

Community Safety Implications

Safety and security of the transport network is a key consideration of the WYTS. One of the key objectives is to 'deliver and integrated, reliable transport system that would enable people and goods to move around as efficiently and safely as possible. The ISA concluded that there would be benefits from the WYTS in terms of reducing deaths and injuries from collisions. The WYTS therefore includes projects and schemes to improve safety and reduce casualties on the highway network as well as improving personal safety on public transport.

Human Rights Act

Any Human Rights implications arising from schemes described in this report are taken into account in the development of that scheme.

Trade Union

There are no trade union implications associated with this report.

Ward Implications

- 7.1 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.

Implications for Corporate Parenting

There are no implications arising as a consequence of this report.

Issues Arising from Privacy Impact Assessment

Not applicable.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 None.

10. RECOMMENDATIONS

10.1 That progress on the transport programmes across both the programmes described in this report be noted.

11. APPENDICES

11.1 Appendix 1 – City Region Sustainable Transport Settlement including Transforming Cities Fund.

11.2 Appendix 2 – Transforming Cities Fund Portfolio Update.

11.3 Appendix 3 – WY+TF Portfolio Update.

11.4 Appendix 4 – Active Travel Fund.

11.5 Appendix 5 – LTP / Integrated Transport Block & Highways Maintenance Block.

11.6 Appendix 6 – Smart Street Lighting Programme.

11.7 Appendix 7 – Clean Air Plan Update.

11.8 Appendix 8 – Mass Rapid Transit.

11.9 Appendix 9 – Northern Powerhouse Rail (NPR).

11.10 Appendix 10 – Glossary of Terms and Abbreviations.

12. BACKGROUND DOCUMENTS

12.1 'My Journey' – West Yorkshire Local Transport Plan 2011-2026

12.2 West Yorkshire Transport Strategy

<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>

- 12.3 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 12.4 West Yorkshire Transport Strategy Integrated Sustainability Appraisal Technical Appendices
<https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf><https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf>
- 12.5 Bus Back Better, National Bus Strategy for England
[Bus back better - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
- 12.6 LTN1/20 Cycle Infrastructure Design
[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
- 12.7 Planning, Transportation & Highways Service Capital Monitor 2020-21

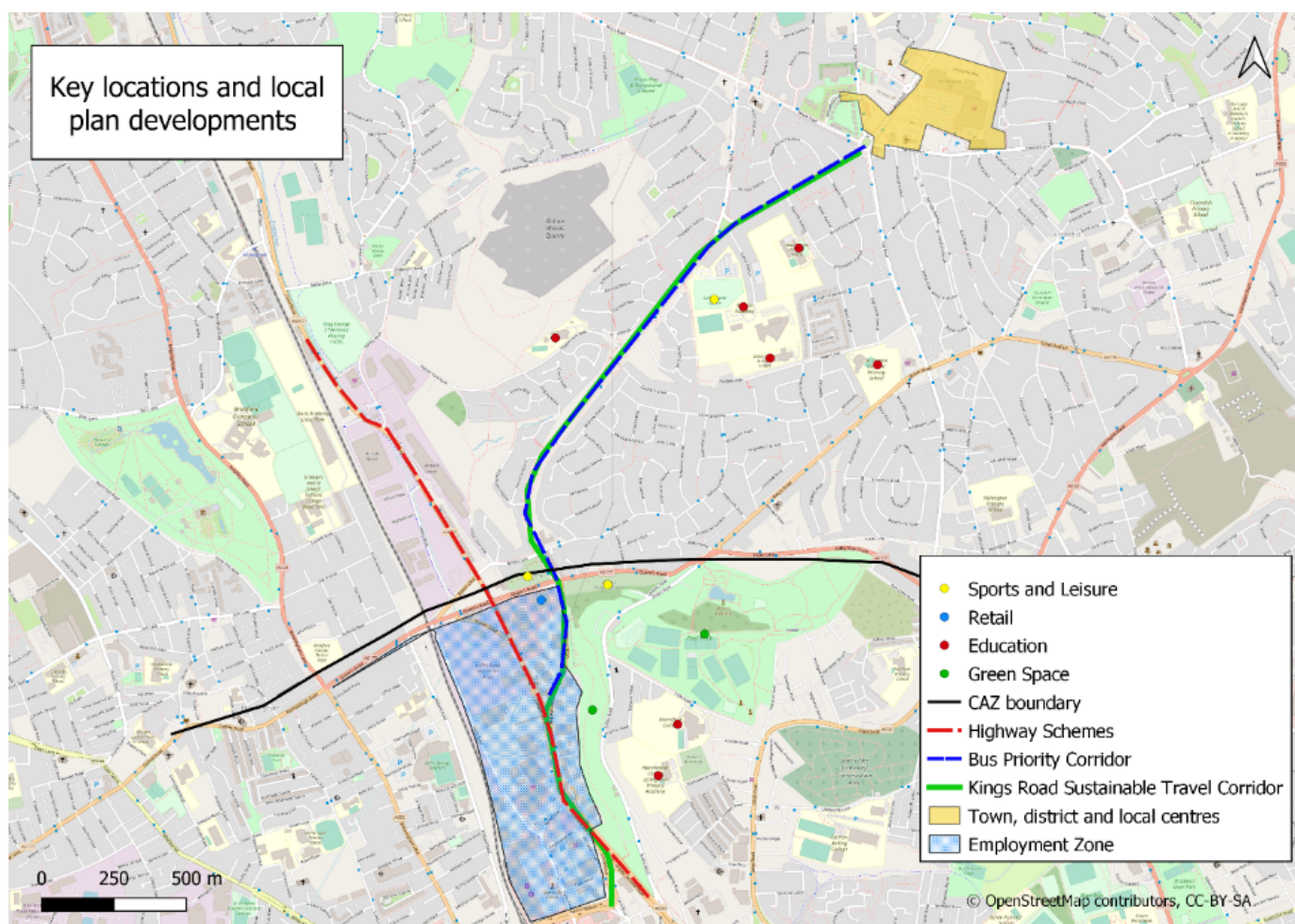
APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

1. KINGS ROAD SUSTAINABLE TRANSPORT CORRIDOR

- 1.1 Five Lane Ends is a key hub in the north west of the City of Bradford and King's Road links the settlement of Shipley to Bradford city centre. The corridor is within the 10% most deprived communities in the country with the southern part of the scheme falling within the 1% most deprived in the country. Planned housing growth, in particular at the New Bolton Woods sites will increase levels of traffic on the corridor over the next five years and increase existing delay and so better sustainable transport provision is required. The Kings Road corridor has high car mode share for journeys to work and currently five different bus routes using the corridor, which would benefit from improved priority, especially during peak periods when congestion is worst. This improved infrastructure would enable an uplift in bus frequency (up to 12 buses an hour) to be provided along the corridor.
- 1.2 There is currently significant delay along the corridor in peak periods as a result of motor traffic congestion which delays buses (see maps below which show the northern section of the scheme). Congestion also creates an unattractive walking and cycling environment for active travel, as well as increasing noise and air quality issues for local communities along the corridor.
- 1.3 Bus priority offers the opportunity to not only address delay but also to ensure that bus journey times along the length of the corridor will remain competitive against car travel and potential future congestion growth. A step change in bus priority provision on this corridor will also mitigate delay experienced by bus services using the corridor elsewhere on longer routes, for example in Shipley and to south/west Bradford.
- 1.4 By providing residents with cleaner alternatives to car and reducing delays to buses connecting communities in north east Bradford with the city centre, the scheme will support the aims of the Bradford Clean Air Zone which this corridor feeds into and partially lies within on its southern section where high NO_x levels are experienced ($\geq 40\mu\text{g}/\text{m}^3$)
- 1.5 As well as reducing bus journey times, the scheme proposes to deliver walking and cycling provision to provide residents with a range of sustainable travel alternatives to and from communities in north east Bradford and the city centre, and the social and economic opportunities in the local and urban centres.
- 1.6 The scheme proposes to enable the provision of bus lanes and a protected LTN 1/20 compliant cycle lanes on both sides of the road between 5 Lane ends north of the Outer Ring Road (ORR) delivered through a mixture of carriageway widening and roadspace reallocation.
- 1.7 Between the Outer Ring Road junction and city centre, new bus lanes would be provided through road space reallocation, including the provision of bus gates and bus lanes on Canal Road to link the scheme into the city centre.
- 1.8 The scheme will also provide for five new bus stands at Five Lane Ends Retail Park, to enable buses to more directly serve this key trip generator and provide a more attractive end-to-end journey proposition.

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

- 1.9 Although detailed design work is yet to be undertaken, it is expected that the scheme will provide around 6km of new bus lane provision in north east Bradford as well as several bus gates and changes to signal priority to make improvements to bus journey time reliability and attractiveness to enable modal shift.
- 1.10 Further development work is needed on the scheme which is at an early stage of development, but initial considerations suggest a number of constraints and engineering challenges could arise in delivery of the scheme. These are considered to be possible to be addressed within the CRSTS funding timeframe and budget of £35m. The scheme requires further investigation and is currently going through WYCA's Strategic Assessment process which is essential to release development funding to the Council.
- 1.11 The Strategic Assessment for the scheme is currently being developed for submission in October 2022. Subject to securing all approvals, the scheme is due to start on start in May 2026 with completion 1 year later.



APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

1. BRADFORD BUS HOTSPOTS PACKAGE

- 1.1 This scheme has been developed in response to assessment work commissioned by local bus operators to identify key locations where the existing layout and delay contributes to unattractive journey times for bus across Bradford District. The package will deliver three smaller scale schemes will reduce delay to buses at these key locations in the district

Westgate / Drewton Road / Lumb Lane

- 1.2 This scheme realigns traffic lanes and re-allocates road space within the existing boundary to provide smoother journeys through this key junction for buses during the evening peak. An inbound bus lane could potentially be accommodated in this location through road space re-allocation, subject to further design work.

Leeds Road Gyratory

- 1.3 A heavily trafficked junction to access the city centre from the east, a number of options have been identified for minimising delay and enhancing the quality of bus journeys through this node. These include bus gates and a potential bus lane. This scheme is currently being investigated further given the key strategic nature of the gyratory to both bus and motor traffic and the impact of any intervention on this.

Bolton Road / Leeds Road / Stone Hall Road

- 1.4 These three junctions are located on a key route in north east Bradford with significant delay in the AM peak resulting in unreliable and unattractive journey times. Interventions identified include banning a right turn to motor traffic and creating a section of inbound bus lane through rationalisation of bus stops.
- 1.5 Estimated package cost for the 3 schemes is £4.3m , including risk and inflation allowances

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

1. STEETON AND SILSDEN CYCLING AND WALKING IMPROVEMENTS

- 1.1 The scheme has been developed to Outline Business Case (OBC) which proposes a new A629 crossing facility connecting Steeton and Silsden through improved walking and cycling facilities. In addition to the crossing, road space re-allocation on the route between the settlements will provide LTN 1/20 compliant cycle links into the heart of both Steeton and Silsden, better linking the communities with both the station and local shopping facilities to help drive modal shift for these journeys. It will also enhance access to the National Cycle Network (Route 69) and improve access to green and blue infrastructure by removing a major severance. The improvements and the new crossing will also provide a significant uplift in the quality of the pedestrian links between the two settlements.
- 1.2 As a result of consultation on the options, a bridge was the preferred option by 68% of respondents and was also deemed to be preferable in terms of maintenance and upkeep given the location of the bypass on a flood plain. 74% of respondents would walk more if the bridge was introduced and 56% of respondents thought they would cycle more if the bridge was built.
- 1.3 Further funding to develop the Full Business Case (FBC) and delivery has been provided by the West Yorkshire Combined Authority and identified through the City Regional Sustainable Transport Settlement (CRSTS) with a total budget allocation of £10.3m.
- 1.4 The expected Transport Benefits are to create a 20% uplift in walking and 10% uplift in cycling between Steeton and Silsden (including rail station, supermarket, schools and hospital); improve the perception of safety for pedestrians and cyclists using the and 5% reduction in vehicle movements within 5 years through modal shift. The scheme therefore looks to deliver a range of benefits including increased physical activity and health benefits from greater numbers of people walking and cycling; improve and provide carbon benefits from mode shift away from car and car kilometres avoided.

APPENDIX 2 – TRANSFORMING CITIES FUND

1. BRADFORD INTERCHANGE

Scheme Aims:

- New high-quality pedestrian access to the Interchange which would dramatically improve how it connects with and ties into the heart of the city centre.
- New open and landscaped pedestrian approach to the Interchange, transforming the arrival in the city centre for visitors to City Park, Broadway and the emerging Cultural Quarter.
- Better links and improved connectivity between the bus services and train platforms within the interchange to allow people to transfer between modes of transport more easily.

1.1 As a key destination and transport hub in the city centre, Bradford Interchange is integral to the plans for the city centre. Through the scheme Bradford Council and the West Yorkshire Combined Authority plan to deliver a series of improvements at the Interchange, including:

- a) A new station approach: The new approach will begin from a newly pedestrianised Hall Ings (see below) and expanded Norfolk Gardens green space and will make it far more convenient for visitors to access the Interchange. The landscaped approach will feature new planting and greenery to improve the whole look and feel of the area, delivering a new sense of vibrancy and opening up views of the iconic Town Hall for people arriving in the area.

1.2 Complementary improvements to the Interchange interior are being developed by the West Yorkshire Combined Authority and a programme of works that will provide new and upgraded facilities at the Interchange to improve the overall user experience. Wider improvements include:

- a) a new modern Travel Centre which will be located on the upper concourse with improved facilities to make information more accessible and reduce waiting times
- b) a new public address system
- c) new and repaired tactile signage
- d) safety and security improvements, such as a new help point, pedestrian barriers, and warning beacons
- e) improvements to help the Interchange run more efficiently with new, reduced flush toilets and an EV charge point for maintenance vehicles

1.3 Once complete users of the Interchange will benefit from an improved customer offering through the provision of new, modern facilities that also serve to make the Interchange safer, more accessible, and a more efficient facility to run.

1.4 The scheme is currently being developed through Outline Business Case – further public consultation will take place in September 2022, with anticipated commencement on site in June 2023 and completion by November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

2. CITY CENTRE CYCLING AND WALKING IMPROVEMENTS

Scheme Aims:

- A transformation of Bradford’s civic centre to create a greener, more people-focused civic centre – providing better areas of public realm and maximising the city’s incredible architectural legacy. These changes would help to attract new employers and investors to the city, leading to the creation of new jobs and drawing more people to live and work in the city centre.
- A more vibrant city-centre cultural scene by improving links to between the city centre and schemes such as Bradford Live, One City Park and Darley Street Market together, increasing the vibrancy of the city centre supporting the Council’s bid to be the UK City of Culture 2025. The plans would improve the environment between the Interchange and Forster Square Station, providing a better welcome for those travelling to Bradford to visit its fantastic cultural offer.
- Improved access to the city centre via walking, cycling and public transport - Bradford city centre currently lacks high-quality cycling and walking infrastructure, with safety and a lack of convenience currently preventing people from opting to get about this way. The proposals would address this, creating a walking and cycle-friendly city centre that is easy to get around and better for health, without adding to pollution and congestion.
- A reduction in carbon emissions - Bradford Council has committed to becoming the UK’s leading ‘clean growth’ district. By encouraging greater use of public transport, walking and cycling through the Bradford City Centre scheme, we can enable the economy to grow while reducing carbon emissions and tackling air pollution to complement the city’s forthcoming Clean Air Zone.

New Green Public Spaces

- 2.1 Under the Bradford City Centre Cycling and Walking Improvements proposals, new green public spaces would be formed in the city centre – complementing the city’s rich heritage while creating attractive and relaxing areas where people can rest and spend time with friends and family. To facilitate the formation of these spaces, a number of streets would be pedestrianised, removing through traffic to create a pleasant and pollution-free environment.
- 2.2 Norfolk Gardens would be expanded out to create a major new green space, and Hall Ings would be pedestrianised from Jacobs Well roundabout to Bridge Street. Sunbridge Road, Bridge Street, Broadway and Market Street would also be closed to through traffic. Vehicular access would still be available for deliveries within restricted times.
- 2.3 Incorporated within these new areas of public realm would be enhanced paving, street trees, greenery, and plenty of seating. Sustainable Urban Drainage Systems (SUDS) would also be applied to prevent flooding and mitigate against climate change while improving biodiversity.

APPENDIX 2 – TRANSFORMING CITIES FUND

- 2.4 The new public spaces and pedestrianised areas would create more space for people and make it easier for people to walk and cycle between shopping and entertainment areas, while providing room for pavement cafes and dining as well as pop up events, creating a sense of vibrancy and activity. Access will be maintained to enable loading for businesses, and provision for taxis and disabled parking will be included in the final design of the scheme.

Improved cycling and walking infrastructure

- 2.5 The removal of Jacobs Well roundabout and the pedestrianisation of key streets within the city centre would allow for easy crossing from the east of the city centre to the west, linking key cultural destinations to the city's core.
- 2.6 New cycle routes and cycle parking would also be provided across the city centre, connecting into existing cycle routes such as [Route 66](#), which forms part of the National Cycle Network (NCN). The city centre cycle routes would also connect into the new cycle routes being brought forward by other Bradford Transforming Cities Fund schemes, helping more people to easily and affordably access the city centre.
- 2.7 Pedestrian access to Bradford Interchange would also be improved through accompanying plans to improve the approach to the Interchange and make it more connected to the heart of the city.

New public transport corridor

- 2.8 To increase bus service reliability across the city centre, a new public transport corridor would be introduced along Well Street and Vicar Lane. This would allow bus services to travel through the city centre efficiently without incurring delays. The corridor would also help to facilitate the plans to create pedestrianised green areas of public realm while ensuring buses are still able to drop people off at key locations.
- 2.9 The public transport corridor would run from Forster Square along Valley Road, Well Street, Vicar Lane and Bridge Street down to the Interchange. Well Street would be reopened for public transport use, ensuring bus services are connected directly with the Broadway Shopping Centre.
- 2.10 Seven new bus hubs – where it would be easy to change between buses – are also proposed around the civic core of the city. The new hubs would feature improved facilities for waiting passengers, including features such as seating, real time bus information and ticket purchasing services. The planned hubs would be located at Forster Square, Rawson Square, Goitside, City Park/Entertainment Quarter, Market Street, Cathedral and Little Germany/Broadway.
- 2.11 The scheme is currently in the second phase of consultation and the Outline Business Case will be submitted in August 2022, with anticipated commencement on site in June 2023.
- 2.12 Works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

3. SOUTH BRADFORD PARK & RIDE AND BUS EXPRESSWAY

Scheme Aims:

- Reduce the number of car trips made along Manchester Road, helping to decrease pollution and accidents, as well as improve congestion and journey times along the route
- Provide residents in the south of Bradford with a safe, direct and green alternative to travelling into the city centre
- Increase cyclist safety along the Manchester Road corridor, providing those who have previously not felt safe cycling on an arterial route a safer, segregated cycling option
- Help create a transport network fit for the 21st century, addressing the key challenges around capacity, connectivity, sustainability and air quality
- Deliver better health outcomes for residents living in the south of Bradford by providing people with the opportunity to lead more active lives and reduce pollution in the area.

- 3.1 The South Bradford Park & Ride and Expressway scheme will deliver a high-quality, high frequency dedicated bus service between Bradford city centre and the M606 motorway, via Manchester Road. The proposed improvements include:
- a) A minimum of 500 car parking spaces alongside a terminal building with waiting amenities, plentiful secure cycle parking and provision for electric bus and car charging;
 - b) Targeted bus improvements along the length of Manchester Road that have been developed alongside public transport operators in order to maximise the efficiency of bus flows along the corridor.
 - c) Improvements to cycling connectivity to compliment National Cycle Route 66 as it passes through West Bowling and Little Horton in to the City Centre
 - d) A requirement for any buses used in the Park & Ride scheme to be low emission Euro 6 vehicles as a minimum, limiting noise and air pollution and supporting the cities clean growth targets; and
 - e) Improvements to the Croft Street Gyratory helping to facilitate quicker bus movements through the area.
- 3.2 Further complementary improvements are also being made to the nearby A641 (led by Calderdale Council), which acts as a key route between Brighouse and Bradford. The scheme is currently at Outline Business Case and public consultation closed on 8th September.
- 3.3 The scheme will be split into two phases – Phase 1 will include the ‘ride’ elements of public transport and active travel improvements and Phase 2 will include the ‘park’ elements and operation of the full park and ride service.
- 3.4 Detailed consultation on the scheme will take place in September 2022 with anticipated commencement on site of September 2023
- 3.5 Phase 1 works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

4. WEST BRADFORD CYCLE SUPERHIGHWAY EXTENSION

Scheme Aims:

- Provide greater transport choices and make it easier and safer for residents living in the west of Bradford to make short, local journeys, as well as journeys into the city centre via cycling
- Reduce the number of car trips in the area by providing a safer, attractive alternative to the private car, helping to reduce our carbon emissions, congestion and journey times for public transport
- Help create a transport network fit for the 21st century, addressing key challenges around capacity, connectivity, sustainability and air quality
- Support residents living in the west of Bradford to live healthier lives by providing people with the opportunity to be more active, whilst helping to reduce air and noise pollution in the area.

- 4.1 The scheme would deliver a direct, largely segregated cycle route to provide cyclists with a safe, secure space to travel easily and conveniently between the city centre and areas to the west of the city. The proposed improvements include:
- a) A largely segregated cycle route running along the length of Thornton Road between the city centre and Thornton village, passing the University of Bradford and Bradford College as well as a number of areas along the way, including Girington, Crossley Hall and Lower Grange
 - b) Cyclist priority at major junctions along Thornton Road to enable quick and safe passage between the city centre and Thornton
- 4.2 The new cycle route along Thornton Road will form an extension of the existing Bradford Leeds Cycle Superhighway. Complementary improvements are also planned at the junction of Thornton Road and Cemetery Road Junction through the Thornton Road / Toller Lane Corridor Improvement Programme project of the WY+TF.
- 4.3 The scheme is to be constructed in two phases- Phase 1 will incorporate the length of route between the City Centre and Allerton Road, while Phase 2 will consist of the remainder of the route out to Thornton Village.
- 4.4 Detailed consultation for the scheme will be undertaken in August 2022 with anticipated commencement on site in August 2023.
- 4.5 Phase 1 works are due to be completed by the end of November 2024.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

1. INTRODUCTION

- 1.1 In July 2014 the Government announced that WYCA had uniquely secured funding to establish a £1bn West Yorkshire+ Transport Fund. This fund was to be used to develop and deliver schemes designed to target reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas. Within the total programme Bradford was indicatively awarded funding for a package of nine schemes.

2. HARROGATE ROAD / NEW LINE JUNCTION IMPROVEMENT (HRNL)

- 2.1 Construction of the Harrogate Road / New Line junction improvement commenced in early 2020, having suffered a slight delay to commencement due to the Covid19 lockdown. The scheme was completed end of May 2022. Initial observations are that the junction is performing successfully. Monitoring and evaluation will be undertaken in year 1 and 5 years after opening to assess the performance against the scheme's objectives.

3. BRADFORD TO SHIPLEY ROUTE IMPROVEMENT SCHEME (BSRIS)

- 3.1 This project consists of a number of junction improvements along the Canal Road corridor which are proposed to reduce traffic congestion on the Canal Road / Valley Road corridor to improve journey time reliability for all modes. Improvements to the access of Frizinghall station as well as the re-naturalisation of Bradford beck also complements the improvements to this corridor which will support housing and employment opportunities with 5-years of the scheme opening.
- 3.2 As part of this scheme the improvements to Canal Road / Valley road will facilitate all non-local traffic being taken off the A650, Manningham Lane which will be repurposed to become a green route with improvements for buses, pedestrians and cyclists which when combined with the modifications to Canal Road are expected to mitigate the overall net carbon contribution of this scheme.
- 3.3 Due to legislative changes which were introduced by the government in the pandemic period in relation to the requirement for schemes to contain significant bus and cycline infrastructure the Outline Business Case for this scheme is currently being revisited.

4. SOUTH EAST BRADFORD ACCESS ROAD (SEBAR)

- 4.1 Development of the Outline Business Case is ongoing with a review of the scheme objectives in line with national and local policy / strategy changes. In order to progress the scheme, OBC discussions are required with Leeds City Council to understand which potential options are viable and the constraints which come with each option. These discussions have led to delays to progress. The submission of the OBC is anticipated to be achieved in Quarter 3, 2023.

5. A650 TONG STREET IMPROVEMENTS

- 5.1 This scheme is being funded via two funding streams, the West Yorkshire+ Transport Fund and the Department for Transport's Large Local Majors (LLM) fund. The LLM provides the majority of the funding. Development of the Outline Business Case is

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

ongoing with a review of the scheme objectives in line with national and local policy / strategy changes, and is expected to be completed by January 2024.

6. BRADFORD INTERCHANGE STATION GATEWAY

- 6.1 The scope of this project involves the relocation of the existing taxi rank and car park from the Bridge Street access. This project is currently being reviewed in light of the Transforming Cities Fund proposals for the Interchange to see if there are efficiencies in delivery which can be achieved through the TCF contractor carrying out both schemes.
- 6.2 Balfour Beatty are working closely with WYCA and Bradford in designing a new station access scheme, that will relocate the taxi rank onto Bridge Street and create a new public space. This new Welcome Square will compliment the demolition of the NCP car park on Hall Ings and create a direct passenger access onto Centenary Square complete with landscaping and planting.
- 6.3 An outline business case for the scheduled works is expected in early winter, while the demolition of the NCP car park is being sort for early in the new year.

7. BRADFORD FORSTER SQUARE STATION GATEWAY

- 7.1 The proposal for Forster Square station include works to address the aims of providing a new, high quality, modern station facility which enhances the user experience of arriving in Bradford city centre, creating an attractive and welcoming gateway. Proposals which are being considered include providing dedicated ticket office / information centre with ticket vending machines, seating on the main concourse and better lift access from School Street.
- 7.2 Morgan Sindall Construction were appointed in May 2022 to design and build a new station with a café, toilets and accompanying passenger facilities. The design team has initiated a programme of stakeholder engagement meetings to encompass a wide range of professional and passenger groups.
- 7.3 Early design concepts are to be available in Autumn 2023. Recent Council policy initiatives are being factored into this refresh, including mitigating the climate emergency, Bradford City of Culture, with an underlying theme towards Bradford's history, culture, education and the environment. A community rail initiative is being worked up to involve local charity groups, local schools and Bradford Museums & Gallery Service.

8. CORRIDOR IMPROVEMENT PROGRAMME – GT HORTON ROAD / HORTON GRANGE ROAD JUNCTION IMPROVEMENT

- 8.1 This project is part of the Council's strategic programme of junction improvements on the outer ring road which are designed to help facilitate the removal of traffic from the city centre by making journeys on the outer ring road more reliable. Designs which have been developed for this junction have previously been shared with this committee and include the provision of a new link road between the junction at Horton Park Avenue / Cecil Avenue and the junctions at All Saints Road/Dirkhill Road junction.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

8.2 Development of this project has continued throughout the 2021/22 financial year and the tender for the construction of this scheme is now complete. It is anticipated that a start on site for this scheme will be possible in late 2022.

9. CORRIDOR IMPROVEMENT PROGRAMME – THORNTON ROAD / TOLLER LANE JUNCTION IMPROVEMENT

9.1 As with the Great Horton Road / Horton Grange Road scheme this project is part of the strategic programme of junction improvements on the outer ring road. The scheme aims to improve the local environment and air quality by reducing congestion as well as bringing cycling and walking enhancements to this area.

9.2 The development of this project has been impacted by the proposals for the West Bradford Cycle superhighway extension which passes through this junction. As this scheme was developed in advance of the TCF proposals there is a need to ensure that both schemes are compatible with each other to avoid any unnecessary redevelopment of the works. The revised programme for the submission of the Full Business Case from this scheme is currently in development.

10. CORRIDOR IMPROVEMENT PROGRAMME 2 – CUTLER HEIGHTS / DICK LANE.

10.1 The original proposals for this scheme seek to improve journey time reliability and enhance provision for cycling and walking at Dudley Hill roundabout and along Cutler Heights Lane / Dick Lane. Replacement of the existing pedestrian / cycling underpass with a new bridge to the south and at-grade signalised crossings across the A6177 to the east and west will provide a more secure route for commuters using these modes of transport.

10.2 This scheme is currently working towards the re-submission of its Outline Business Case following the initial proposal being rejected on various grounds. A revised option is due in autumn 2022, with consultation with West Yorkshire Combined Authority to follow.

APPENDIX 4 – ACTIVE TRAVEL FUND

1. INTRODUCTION

- 1.1 Work on the Active Travel Fund schemes was introduced to the Services' workload during 2019/20 as a result of the Government's announcement of funding to provide measures to support social distancing on public transport. As measures in Tranche 1 were developed rapidly within a tight delivery envelope they were generally temporary in nature and could, if necessary, be removed rapidly. Subsequently Tranche 2 and the forthcoming Tranche 3 programmes do not need to be delivered at such pace and therefore include more permanent installations in their programmes.

2. TRANCHE 1 INTERVENTIONS

- 2.1 The following interventions were installed as part of the Council's Tranche 1 programme representing a total investment in the highways asset of £614,000:
- a) Pop up cycle lanes on routes to Bradford City Centre (Wakefield Road, Great and Manchester Road Horton Road);
 - b) Hall Ings pop up cycle lane;
 - c) Additional pedestrian space in Town and District Centres (e.g. parklets on North Street, Bradford, Bradford Road-Saltaire and Cavendish Street-Keighley);
 - d) Social distancing measures in Ilkley Town Centre;
 - e) Ilkley Cycle hub;
 - f) Widening the footway under the railway bridge and installation of signals at Wheatley Lane, Ilkley;
 - g) Ilkley Grammar School crossing;
 - h) Routes to schools;
 - i) Shay Lane closure to traffic;
 - j) Cycle parking around the District; and
 - k) Non touch pedestrian signals.
- 2.2 All of these measures are still in place, however the Hall Ings Scheme has been adapted due to the bus lane creating issues with access to the Broadway Centre.

3. TRANCHE 2 INTERVENTIONS

- 3.1 The interventions in Tranche 2 have been developed in line with revised guidance issued from Government based on the experience of introducing the Tranche 1 schemes. On this basis there was an enhanced need to consult and engage with the public on developing any proposals and measures could be more permanent in nature. To develop the list of possible interventions for Bradford a dedicated consultation engagement website was established with residents invited to submit their proposals for consideration. Of those submitted the following measures were incorporated into the Tranche 2 programme:

3.2 Completed schemes

- a) Beechgrove Greenway footpath resurfacing and lighting;
- b) Scotchman Road/Back of Bonn Road pedestrian improvements;
- c) Chellow Heights School footpath widening;
- d) Cleasby Road, Menston footpath Improvements;
- e) Otley Road, High Eldwick new footway;

APPENDIX 4 – ACTIVE TRAVEL FUND

- f) Nine of the eleven School Streets
- g) Staithgate Lane new footway;
- h) Bell Dene Road new footpath;
- i) All Alone Road close road to all traffic;
- j) Ashland school and Sacred Hart School footpath widening and resurfacing;
- k) New Silsden School new footpath;
- l) Cycle parking; and
- m) Ebike trial.

3.3 Still in development:

- a) Two active travel neighbourhoods (ATNs) at:
 - 1. Saltaire currently being delivered
 - 2. Barkerend being revised
 - 3. Frizinghall has been cancelled
- b) Ivanhoe Road to Great Horton Rad footway improvement and lighting – to be delivered at same time as CIP scheme;
- c) Girington Greenmile footpath improvements delivered in August 2022;
- d) Wakefield Road Cycleway extension along Fenby Avenue – to go to consultation;
- e) Cottingley Mercure to Bingley Cycleway – consulting on TROs

3.4 Removed from Programme

- a) Shipley Bus Gate – lack of political support;
- b) Hill Top Road new footway – engineering feasibility;

1. Additional Schemes were identified to replace these schemes

- c) Pity Beck Footpath and bridge
- d) Green lane Idle, dropped kerbs

3.5 The total value of this programme of works is £2.1m.

4. TRANCHE 3 INTERVENTIONS

2. Funding for the next Tranche of schemes has recently been announced

- a) £600k for Darley Street - Footway widening and parking removal on Darley Street between Godwin St and North Parade
- b) £525k for a further three ATNs locations yet to be agreed
- c) £70k; for at least a further 5 school streets

3. The funding for the ATNs is greater than in Tranche 2 therefore it is expected that these will include additional measures such as greening, pocket parks, new social space, parklets, continuous footways or parallel crossings

4. There is a requirement that by 31st March 2023 all schemes, as far as possible, should be complete, or as a minimum, funding should be committed with consultation complete and delivery plans in place and should be delivered as soon as possible thereafter

APPENDIX 5 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB) AND HIGHWAY MAINTENANCE BLOCK (HMB)

1. INTRODUCTION

- 1.1 Funding provided by the Local Transport Block is provided under two core funding block themes – highway maintenance and integrated transport. The Highway Maintenance Block funding is used to carry out highway repairs to the Council's assets (roads, bridges, retaining walls etc), whilst the Integrated Transport Block funding is used to deliver enhancements to the existing asset under a series of funding themes. During 2020/21 the predominant use of the ITB funding was delivery of the Council's safer roads programme.

2. SAFER ROADS PROJECTS

- 2.1 The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence led 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.
- 2.2 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 2020/21 include: -
- a) Town Lane, Idle – pedestrian refuge island;
 - b) Great Horton Road/Shearbridge Road area – Traffic Calming and 20mph zone;
 - c) Bradford East – various sites zebra crossing upgrades; and
 - d) Shipley and Keighley constituencies - area-wide Traffic Regulation Orders for waiting restrictions at various to improve safety and/or access.
- 2.3 In addition to the locally-determined Safer Roads priorities, the Council has also developed a Strategic Schemes programme. In 2020/21 this included the promotion of significant 20mph zones around schools (prioritised using ward-based child casualty rates).

3. LTP EXPENDITURE BY SPENDING THEME

- 3.1 The table opposite summarises the level of investment from the Local Transport Plan.

**APPENDIX 5 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB)
AND HIGHWAY MAINTENANCE BLOCK (HMB)**

Highway Maintenance Block	£'000 20/21	£'000 21/22
Maintenance of the Principal Road Network (A, B, and C class road) / Non-Principal Road Network (estate roads)	4,952	3,533
Bridges, structures and retaining wall repairs	924	659
Street Lighting	132	94
Pot Hole Fund	3,868	3,429
SUB TOTAL	9,876	7,715
Integrated Transport Block		
Area Committee Safer Roads and Locally Determined schemes	932	932
Network Management	529	529
Healthy Streets	450	0
Bus Hot Spots	263	0
SUB TOTAL	2,174	1,461
TOTAL LTP FUNDING	12,050	9,176

APPENDIX 6 – SMART STREET LIGHTING PROJECT

1. INTRODUCTION

- 1.1 The Smart Street Lighting project is an “invest to save” scheme involving the replacement of approx. 59,000 existing street lighting luminaires with energy efficient LED units, as part of the project a survey of the entire street lighting column assets has been undertaken and their structural condition assessed, based on this assessment around 19,000 columns will be replaced.
- 1.2 The project also includes the installation of a LoRAWAN network on which a Central Management System (CMS) will be hosted giving dynamic control of the street lighting and providing real time data collection from the street lights to determine faults and power consumption.

2. SCHEME AIMS

- 2.1 By replacing the Council's aging SOX lighting asset this project will reduce the Council's on-going energy bills associated with street lighting through the use of more energy efficient luminaires (LED). The project is financed through a combination of Salix Energy Efficiency Loans (£19.1m) and prudential borrowing (£26.5m). Through undertaking this investment, the Council is projected to save £165.5m on energy over the next 50 years with an equivalent maintenance saving of £23.5m.
- 2.2 The scheme also includes technology to allow control of street lighting columns on a zone, street or individual basis to adjust illumination levels and provide enhanced fault reporting as well as supporting a wider range of developing sensors for the 'Internet of things (IoT)' these could include air quality, road surface temperature, river level sensors and many other applications.

3. PROGRESS

- 3.1 The project comprises three essential deliverables:
 - a) An asset survey of existing street lights to determine the optimum street lighting design and identify those street lighting columns which have reached the end of their serviceable life and hence require replacement.
 - b) Design of the replacement street lighting installation to ensure that optimum illumination levels, compliant with the latest standards, are achieved through LEDs.
 - c) Installation of replacement street lighting.
- 3.2 The contract for the Smart Street Lighting project has been impacted by the pandemic both in confirmation of its award which was achieved in April 2020 and in delays during stages (a) and (b) above. Despite these initial delays the survey phase (a) is now complete and the Design phase (b) has produced 39,207 accepted designs.
- 3.3 In terms of the Installation phase (c) this is broken down into different operations for Lantern Change (LC), Lantern Change and Sleeve (LCS) and Column Replacement (CR). The Column Replacements were delayed by 16 weeks due to global materials shortages but have now commenced with 2,140 units replaced. The number of Lantern Changes from CR, LCS and LC's stands at 15,318 against a milestone of 14,490 so slightly ahead of programme as at 20/07/2022.

APPENDIX 6 – SMART STREET LIGHTING PROJECT

- 3.4 The delays in the programme due to steel lighting column availability along with staff being absent due to Covid and severe weather events has put the completion date back to July 2024

APPENDIX 7 – CLEAN AIR PLAN

1. INTRODUCTION

- 1.1 The UK has in place legislation passed down from the European Union to ensure that certain standards of air quality are met, by setting Limit Values on the concentrations of specific air pollutants. In common with many EU member states, the EU limit value for annual mean nitrogen dioxide (NO₂) is breached in the UK and there are on-going breaches of the NO₂ limit value in the Bradford District. The UK government is taking steps to remedy this breach in as short a time as possible with the aim of reducing the harmful impacts on public health. Within this objective, the government published a UK Air Quality Plan and a Clean Air Zone Framework. The latter document provides the expected approach for local authorities when implementing and operating a Clean Air Zone (CAZ).
- 1.2 Air pollution is a national public health priority. Of all environmental factors, it has the largest impact on health in the UK attributable to over 40,000 deaths nationally and has health effects across the life course; from the underdevelopment of the unborn baby through to dementia in the later years of life. The strongest evidence of health impact is worsening symptoms of respiratory diseases and cardio-vascular disease and cancer causation. Furthermore, the health impact is greatest for those at higher risk; people living in areas of highest deprivation are more likely to suffer these health problems than people living in more affluent areas.
- 1.3 The Government first advised the Council for the need to tackle roadside NO₂ concentrations at the beginning of 2017, however, the Council were then informed by the Government in July 2017 that further action wouldn't be supported. Following subsequent High Court rulings, the Council received Ministerial Direction in 2018 to produce a Clean Air Plan to achieve compliance with the EU Limit Value for Nitrogen Dioxide in the shortest possible timeframe. As such, Bradford form part of a 3rd wave of directed local authorities developing plans to improve air quality.

2. PROGRESS

- 2.1 Progress on the development of the Council's Clean Air Plan has continued through 2020/21 following approval of the Outline Business Case proposal in December 2019. Development of the final proposals for the Clean Air Plan continued through the early stages of 2020 to achieve a submission to government in accordance with the revised Ministerial Direction of a submission being received by September 2020.
- 2.2 Following final agreement of the Full Business Case proposal work has subsequently transitioned to the delivery phase of the project with a view to introduce a Category 'C'+ Clean Air Zone in Bradford on 26th of September 2022.

APPENDIX 8 – MASS RAPID TRANSIT (MRT)

1. BACKGROUND

- 1.1 Proposals for the creation of a mass-rapid transit system for West Yorkshire are currently being developed by the West Yorkshire Combined Authority. This system would provide a new low-carbon mode of transport (such as light rail or tram) across West Yorkshire to complement the existing bus and rail networks.
- 1.2 As part of the CRSTS settlement, up to £200M has been set aside to develop a West Yorkshire Mass Transit system, which will enable preparatory stages of the programme to be undertaken.

2. PROPOSALS

- 2.1 Scheme proposals are currently in development. It is anticipated that the deployment of the full Mass Transit network will be phased.
- 2.2 Mass Transit routes are anticipated to bring high quality, fast, frequent and reliable public transport to major corridors. Infrastructure works are anticipated to be complemented with place-making programmes and parallel segregated cycle facilities.
- 2.3 In Bradford, Mass Transit would serve the city centre and link both city centre railway stations, as well as having numerous other stops to serve communities on the route.
- 2.4 An initial phase is anticipated to include the following Bradford routes:
 - a) Bradford-Leeds
 - b) Bradford-Dewsbury
- 2.5 Later phases will develop Bradford-Halifax and Bradford-Shipley/Airport routes.

3. PROGRAMME

- 3.1 It is currently anticipated that the Strategic Outline Business Case for MRT would be completed by the beginning of 2023
- 3.2 More detailed proposals for Mass Transit routes are being developed by a consortium of consultants led by Jacobs.
- 3.3 The development of a new rail or other guided transport system brings both legal and regulatory implications, which take time to be dealt with in full. It is anticipated that the first phase of the project would start on site in the late-2020's, completing towards the end of the decade.

APPENDIX 9 – NORTHERN POWERHOUSE RAIL (NPR)

1. BACKGROUND

- 1.1 Proposals for NPR have been in development for several years following the announcement of the Government's HS2 programme. Under the auspices of Transport for the North (TfN), a programme of new lines and line upgrades was planned, to boost the economic productivity of the north of England. TfN's preferred option in 2021 was for a new line between Manchester and Leeds via Bradford, with options for stations in Bradford including a new station at St James' Market
- 1.2 Since the publication of the Integrated Rail Plan (IRP) in November 2021, this programme is being managed directly by the Department for Transport, to the exclusion of both WYCA and local authorities. There is less external oversight of the programme.
- 1.3 In the IRP, the Government announced that options for a new line via Bradford would not be progressed, despite strong local demands for this. The IRP did contain commitments to electrify the line between Bradford Interchange and Leeds.
- 1.4 The IRP also denied demands for a new Bradford through station. However, the report of Parliamentary Transport Select Committee into the IRP determined that the Government's reasoning on Bradford was flawed and that the case for Bradford's inclusion in the full NPR scheme should be revisited.

2. SCHEME PROPOSALS

- 2.1 At the current time, and until there is a change of direction on the programme, the proposals include:
 - a) Creation of new sections of high-speed line between Leeds and Manchester, not including Bradford
 - b) Electrification and upgrade of the line between Leeds and Bradford Interchange
 - c) Works to accommodate the new services at Bradford Interchange or a new station, noting that a new station is not at present supported by DfT. A new through station to replace the current turnback station would cut journey times and make the rail network more efficient, as well as unlocking regeneration opportunities.

3. PROGRAMME

- 3.1 Scheme development is being undertaken by DfT for the sections of new line, with the Strategic Outline Case to be submitted soon – but this will not be seen by the Council.
- 3.2 Network Rail is progressing work separately on the development of options for the electrification and upgrade of the line between Leeds and Bradford Interchange, under its SPEED programme for delivering enhancements quicker. This will ensure that the upgrade is delivered by the early 2030s at the latest.
- 3.3 CBMDC have been working with Network Rail on the project timescales for a new station to be built to replace Bradford Interchange. This could be completed by 2030 if decision was reached soon on this.

APPENDIX 10 – GLOSSARY OF TERMS

ACRONYM	DEFINITION
ATF (1) / (2) / (3) / (4)	Active Travel Fund. Number indicated funding tranche.
Bike It	Cycling encouragement programme delivered by Sustrans in schools
CO₂	Carbon Dioxide
CMS	Central Management System
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.
CRSTS	City Region Sustainable Transport Settlement
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EV	Electric Vehicle.
FBC	Full Business Case
HS2	High Speed 2 Rail Link between London and Manchester / 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.
IRP	Integrated Rail Plan
KSI	Killed and Seriously Injured Road Casualties
LED	Light Emitting Diode Lighting – energy efficient lighting equipment.
LES	Low Emission Strategy
LoRAWAN	Low power wide area network designed to connect low powered sensors to the internet in regional, national or global networks and supports bi-direction communication.
LSTF	Local Sustainable Transport Fund
LTP / IP3 / IP4	Local Transport Plan / Implementation Plan 3 / Implementation Plan 4

APPENDIX 10 – GLOSSARY OF TERMS

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.
NPIF	National Productivity Investment Fund – A £23bn fund established to invest in areas that are key to boosting productivity: transport, digital communications, research and development and housing.
NPR	Northern Powerhouse Rail
NPRN	Non-Principal Road Network – typical estate roads not serving the strategic needs of the nation.
OBC	Outline Business Case
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
SOBC	Strategic Outline Business Case
TCF	Transforming Cities Fund
TfN	Transport for the North
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.
WYTS	West Yorkshire Transport Strategy



Report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee to the meeting to be held on Tuesday 20 September 2022

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Subject:

Regeneration and Environment Overview and Scrutiny Committee Work Programme 2022-23

Summary statement:

This report presents the Committee's Work Programme 2022-23

Cllr Kamran Hussain
Chair – Regeneration and
Environment O&S Committee

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Portfolios:
Regeneration, Planning & Transport
Education, Employment and Skills
Healthy People and Places



1. SUMMARY

1.1 This report presents the Committee's Work Programme 2022-23.

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). The Committee adopted its work programme at its meeting of 28 September 2021.

2.2 Appendix 1 of this report presents the Work Programme for 2022-23.

3. OTHER CONSIDERATIONS

3.1 The Regeneration and Environment Overview and Scrutiny Committee has the responsibility for “the strategies, plans, policies, functions and services directly relevant to the corporate priorities about creating a more prosperous district and about improving waste management, neighbourhood services and the environment” (Council Constitution, Part 2, 6.5.1 and 6.6.1).

3.2 Best practice published by the Centre for Public Scrutiny suggests that ‘work programming should be a continuous process’. It is important to regularly review work programmes so that important or urgent issues that come up during the year are able to be scrutinised. In addition, at a time of limited resources, it should also be possible to remove projects which have become less relevant or timely. For this reason, it is proposed that the Committee's work programme be regularly reviewed by Members throughout the municipal year.

3.3 The Regeneration and Environment Overview and Scrutiny Committee Work Programme 2022/23 reflects the priority outcomes of the Council Plan in particular: ‘better skills, more good jobs and a growing economy’, ‘decent homes’, ‘better health, better lives’, and ‘a sustainable district’ (Our Council Plan: Priorities and Principles 2021-25).

3.4 The work programme as agreed by the Committee on 22 June 2022 forms the basis for the Committee's work during the year, but will be amended as issues arise during the year.

4. FINANCIAL AND RESOURCE APPRAISAL

None

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

None

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

None

7.4 COMMUNITY SAFETY IMPLICATIONS

None

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 IMPLICATIONS FOR CORPORATE PARENTING

None

7.8 ISSUES ARISING FROM PRIVACY ASSESSMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. RECOMMENDATIONS

9.1 That the Work programme 2022-23 continues to be regularly reviewed during the year.

10. APPENDICES

10.1 Appendix 1 – Regeneration & Environment Overview and Scrutiny Committee Work Programme 2022-23

11. BACKGROUND DOCUMENTS

Bradford Council Constitution.

Democratic Services - Overview and Scrutiny

Regeneration and Environment O&S Committee

Scrutiny Lead: Caroline Coombes tel - 432313

Work Programme with comments 2022/23

Agenda Items	Description	Report Author	Comments
Tuesday, 18th October 2022 at City Hall, Bradford.			
Chair's briefing 03/10/22. Report deadline 05/10/22.			
1) Bradford Beck Pilot Project	Update	Edward Norfolk	Resolution of 28 Sept 21
2) Water Management update	To include an update on all the Council's water management and resilience initiatives and to include information on flood alleviation equipment available to communities	Edward Norfolk	Resolution of 26 Oct 21
3) Improving health & wellbeing through green space and green infrastructure	Item to have a focus on areas of high deprivation	Angela Hutton / Mick Priestley	Resolution of 9 Oct 19
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Tuesday, 15th November 2022 at City Hall, Bradford.			
Chair's briefing 31/10/22. Report deadline 02/11/22.			
1) Climate and sustainability	Update	Jamie Saunders	Resolutions of 23 Nov 21 (to include single use plastics, problem plastics / plastic waste) and 22 Feb 22
2) Economy and Development Update	To include information on the Economic Strategy and Clean Growth Strategy	Angela Blake	Resolution of 4 March 2020
3) City of Culture 2025	To include information on governance structures	Nicola Greenan	
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Tuesday, 6th December 2022 at City Hall, Bradford.			
Chair's briefing 14/11/22. Report deadline 23/11/22.			
1) Active Bradford	Update along with details of the 'Accelerator Phase of the JU:PM programme	Zuby Hamard	Resolution of 4 March 20
2) Museums and Gallery Service	Update	James Steward	Resolution of 23 Nov 21
3) Libraries	Update - Public Health to be invited	Christine May	Originally due Sept 2020 - resolution of 10 March 2020
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Regeneration and Environment O&S Committee

Scrutiny Lead: Caroline Coombes tel - 432313

Work Programme with comments 2022/23

Agenda Items	Description	Report Author	Comments
Tuesday, 17th January 2023 at City Hall, Bradford. Chair's briefing 19/12/22. Report deadline 04/01/23.			
1) Fly-tipping in the Bradford District	Annual update	Amjad Ishaq / Stuart Russo	Resolution of 11 Jan 22
2) Biodiversity	Update to be presented following the enactment of the Environment Act 2021	Danny Jackson	Resolution of 4 March 2020
3) Pavement Parking	Council resolution of 14 Jan 2020	Richard Gelder	Deferred from Dec 21 - briefing note provided
4) Waste Services Contract Review	Update to include to include the findings of the WRAP service review	Susan Spink / Richard Galthen	Resolution of 11 Jan 22
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Tuesday, 31st January 2023 at City Hall, Bradford.			
1) PROVISIONAL DATE FOR ADDITIONAL MEETING	Use of pesticides / glyphosates herbicides	TBC	Council motions of 16 July 2019 & 14 July 2022
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Tuesday, 21st February 2023 at City Hall, Bradford. Chair's briefing 30/01/23. Report deadline 09/02/23.			
1) Affordable Housing / Accelerating Growth	Progress updates to include information on the Housing Revenue Account and the Housing Delivery Test Action Plan	Lorraine Wright	Deferred from February 2022
2) Active Travel - school streets and play streets	Update on school streets projects and to include information on the development of a Play Streets policy	Caroline Tomes / Andrew Smith / Michael Bunting	Resolution of 22 March 2022
3) Housing Standards Team / Empty Homes	Update	David North / Angela Blake	Resolutions of 10 March 2020
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Tuesday, 21st March 2023 at City Hall, Bradford. Chair's briefing 27/02/23. Report deadline 08/03/23.			
1) TBC			