

Report of the Strategic Director of Place to the meeting of Regeneration and Environment Overview & Scrutiny Committee to be held on 22 January 2019

AG

Subject:

WEST YORKSHIRE LOCAL TRANSPORT PLAN PERFORMANCE REPORT

Summary Statement:

The report of the Strategic Director, Place (**Document “AG”**) updates the committee on the outcome of the delivery of the 2017/18 programme of schemes of the Local Transport Plan and the West Yorkshire Combined Authority’s progress towards adoption of the replacement Transport Strategy for West Yorkshire.

Steve Hartley
Strategic Director, Place

Report Contact: Richard Gelder
Highways Services Manager
Phone (01274) 437603
Email: Richard.Gelder@bradford.gov.uk

Portfolio:
Regeneration, Planning & Transport

Overview & Scrutiny Area:
Regeneration and Environment

1. SUMMARY

- 1.1 This report updates the committee on the outcome of the delivery of the 2017/18 programme of schemes of the Local Transport Plan and the West Yorkshire Combined Authority's progress towards adoption of the replacement Transport Strategy for West Yorkshire.

2. BACKGROUND

- 2.1 The third West Yorkshire Local Transport Plan (LTP), which covers the years from 2011 to 2026, was approved by the then West Yorkshire Integrated Transport Authority (ITA) in March 2011.

- 2.2 The objectives of the plan are as follows:

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

- 2.3 To ensure an appropriate focus on delivery of the Plan is maintained it was split into a series of 3-year Implementation Plans (IPs), the second of which spanned the period April 2014 to April 2017. Towards the end of the IP2 period work commenced on a replacement of the Local Transport Plan, the Transport Strategy for West Yorkshire which would cover programmes through to 2040. This plan would be delivered through a similar series of Implementation Plans, each of 5 years' duration. Whilst the first implementation plan of the Transport Strategy for West Yorkshire is still being developed this report covers the activities of programmes in the 2017/18 financial year.

- 2.4 Progress on the capital schemes that have been, or are being, implemented by the Council is shown in Appendix A of this report. Further information about the work that has been undertaken by Bradford during 2017/18 through the Local Transport Plan and a number of related funding streams is provided in Appendix B. The funding allocation for the 2017/18 programme is shown in Appendix C.

3. OTHER CONSIDERATIONS

Other Transport Issues

Single Transport Plan

- 3.1 The West Yorkshire Combined Authority (WYCA) has developed a new long-term Transport Strategy for West Yorkshire to deliver a modern, high class, integrated transport system that support the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and health economic growth.

3.2 The Transport Strategy is based around five core principles:

- a) **Road Network** – delivering an efficient, safe and reliable road network for all road users that creates new opportunities for jobs and housing.
- b) **One system, public transport** – delivering a ‘Metro style’ public transport network that integrates all transport modes, including High Speed Rail, into one comprehensive easy-to-use system.
- c) **Places to Work and Live** – Making cities and neighbourhoods more attractive places to live, work and invest in and making West Yorkshire known for the quality and liveability of its places.
- d) **Smart futures** – Exploiting technology to improve the customer experience and assist effective management of the transport system.
- e) **Asset management and Resilience** – Maximising the value for money in maintaining the transport system for future generations.

Together with the cross-cutting principles of Inclusive Growth, Environment, Health and Wellbeing to connect people to better living standards and higher earning jobs and to significantly improve the health, overall wellbeing and environment of people living and working in West Yorkshire.

3.3 Similar to the Local Transport Plan the new Transport Strategy will be supported by a series of five-year Implementation Plans containing the specific programmes and projects. The implementation of the strategy will be managed by the West Yorkshire Combined Authority in conjunction with each of the district partners. The first implementation plan covering the period 2019-2024 is currently being developed by the Combined Authority in conjunction with district partners.

Bradford Interchange & Forster Square Station

3.4 The two Bradford projects which are contained within the Station Gateways programme of the West Yorkshire + Transport Fund are the improvement to Forster Square and Bradford Interchange.

3.5 Bradford Forster Square is on track to be delivered within the period 2019/20 to 2021. The Invitation to Tender for the Design and Build Contract which was previously discussed with this committee in April 2018 is scheduled for issue in Q4 18/19. Additional funding is being sought from the Transforming Cities Funding (TCF) stream, to provide additional cycling and pedestrian improvements between Bradford Forster Square and the Interchange.

3.6 Running slightly behind the Forster Square scheme, proposals for Bradford Interchange have been developed which provide a step-change in user experience which are compatible with any potential future Northern Powerhouse Rail proposal. Survey work and compilation of next step proposals is scheduled for issue in Q1 2019/20.

Air Quality

- 3.7 The impact of transport on Air Quality is a significant public health concern. The District has four declared Air Quality Management Areas and a large number of other locations are thought to be at, or close, to exceedance levels. Particulate air pollution has been assessed by Public Health England as being responsible for 5.3% of all deaths in the Bradford district, or approximately 222 deaths in the 25+ age range every year. The health costs associated with this in Bradford are >£150m/pa.
- 3.8 The UK is currently facing infraction proceedings from the EU due to failure to meet air quality targets. It has been confirmed that Brexit will not result in a 'watering down' of air quality legislation and that all EU legislation relating to air quality will be transposed into UK law. In December 2015 Government announced that Leeds would be one of five cities which would have a mandated Clean Air Zone (CAZ) imposed in order to improve air quality to meet legal limits by 2020. In March 2018 the Council were required by Defra to carry out a feasibility study to develop a plan designed to bring forward legal compliance in the shortest possible time. The Council were subsequently served a Ministerial Direction on 5th October which required it to:
- a) Develop an initial plan by 31st January 2019 setting out the case for change and identifying, exploring, analysing and developing options for interventions which the Council will implement to deliver compliance in the shortest possible time and indicative costs for these; and
 - b) Produce a final plan by 31st October 2019 identifying the preferred option for delivering compliance in the shortest possible time.
- 3.9 Work is currently being progressed to submit the initial plan by 31 January 2019 including officers from Public Health and Planning, Transportation & Highways.

4. FINANCE & RESOURCE APPRAISAL

- 4.1 The measures being undertaken by the Council and its partners through the Local Transport Plan are being delivered from the Capital and Revenue funding and staff resources available.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 Equality & Diversity

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

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

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

7.2 Sustainability Implications

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

7.3 Greenhouse Gas Emissions Impacts

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

7.4 Community Safety Implications

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

7.5 Human Rights Act

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

7.6 Trade Union

There are no trade union implications associated with this report.

7.7 Ward Implications

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

7. NOT FOR PUBLICATION DOCUMENTS

7.1 None.

8. OPTIONS

8.1 None.

9. RECOMMENDATIONS

9.1 That progress on transport programmes across both Integrated Transport Block and Highways Maintenance Block allocations in the 2017/18 financial year be noted.

9.2 That a further report on the progress of delivering the first year of the next 5-year Implementation Plan of the replacement WYTS be presented to a future meeting of this committee.

10. APPENDICES

10.1 Appendix A – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017) Bradford Integrated Transport Capital Programme – Progress Report.

10.2 Appendix B – Examples of Transport Projects and Initiatives Delivered in 2014/15.

10.3 Appendix C – West Yorkshire Local Transport Plan 3 Financial Budgets 2017/18

10.4 Appendix D – Glossary of Terms and Abbreviations

11. BACKGROUND DOCUMENTS

- 11.1 Report to Executive 12 March 2013, Transport Delivery Plan 2013/14
- 11.2 Report to Executive 18 March 2014, Transport Delivery Plan 2011/12
- 11.3 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 11.4 West Yorkshire Transport Strategy
<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>
- 11.5 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 11.6 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>

**WY LOCAL TRANSPORT PLAN 3 – 2017/18 BRADFORD INTEGRATED
TRANSPORT CAPITAL PROGRAMME – PROGRESS REPORT**

Description	Comments
Network Management	
Improved Data Network	Rolling programme of upgrades and improvements to the Council's wireless network infrastructure including introduction of Bluetooth vehicle detectors for journey time monitoring throughout the District.
Improved Signals Operation	Rolling programme of schemes to upgrade existing traffic signal installations - complete
Traffic Signals Maintenance	Rolling programme of maintenance upgrades to existing junction locations to improve safety and efficiency and reduce on-going maintenance costs - complete
VMS Signs	Introduction of Variable Message Signs on the network to provide traffic information for road users – complete.
Safer Roads	
KSI Casualty Reduction Programme	On-going programme of schemes mostly delivered by the end of 2017/18.
Locally determined traffic management programme	On-going programme of schemes mostly delivered by end of 2017/18.
Low Carbon Fuels and Technologies	
Air Quality Monitoring	Monitoring being undertaken at 7 sites across the district.
Integrated Public Transport	
Bus Hotspots – Delivery and Feasibility	Great Horton Road - introduction of traffic light priority at junctions. Complete. Odsal Roundabout – bus gate on Rooley Lane approach and additional traffic light priority. Complete.
Cycling & Walking	
CCAG – City Connect superhighway (Bradford & Leeds)	Scheme completed and operating. Currently in monitoring phase. Minor remedial works are required on Bradford section which are currently awaiting approval of funding from the Combined Authority.
CCAG2 – City Connect superhighway (Bradford)	Scheme currently on site but has been subject to construction delays. Completion expected by the end of 2018/19 financial year.

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2017/18

Local Transport Plan – Implementation Plan 2 Schemes

The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence 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

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 2017/18 include: -

- Killinghall Road/Thornbury Road, Bradford – pedestrian refuge island and footway build-outs and parking restrictions
- A641 Huddersfield Road, Wyke – Speed Limit reduced from 40mph to 30mph
- Horton Grange Road, Bradford – zebra crossing improvements
- Cliffe Avenue and Green Road, Baildon -Traffic Calming (speed cushions)

South Street, Keighley – Waiting restrictions and re-lining to formalise parking and provide right turn lanes

Network Management

Improved Traffic Signal (UTMC) data communications including provision of wireless data networks and outstation transmission units at various sites.

Traffic Signal Upgrades

More efficient traffic signal control at 2 sites including:

- Leeds Road / Station Road
- Sunbridge Road / Barry

Traffic Signal Asset Management

Signal refurbishment at 16 sites including:

- Manchester Rd A641 / Mayo Ave
- Manchester Rd A641 / Mayo Ave Slip
- Worth Way A6035 Sun Street
- Manchester Road A641 / Marshfield.
- Manchester Rd / Bowling Old Lane.

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- Manchester Rd / Ripley St.
- Manningham Ln / Queens Rd.
- Great Horton Rd / Cooper Ln.
- Keighley Rd / Emm Lane
- Otley Rd / Market St, Shipley
- Otley Rd / Bank St, Shipley
- Toller Lane / Haslingdon Drive.
- Bradford Road A650 / St Paul's Road.
- Canal Road / Holdsworth Street.
- Keighley Road B6265 Kings Road
- Keighley Road B6265 Morton Lane

Variable Message Signs

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

- Manchester Road (near Caledonia Street)

Road Safety Cameras

An on-going programme of upgrading Safety Cameras to the latest digital technology to improve efficiency and resilience of the function throughout West Yorkshire.

Street Lighting

Street lighting column replacement schemes including the installation of LED lanterns on the following roads:

- Harris Street, (Bowling and Barkerend)
- Leeds Road (Idle and Thackley)
- Legrams Lane (City)
- Manningham Lane (Manningham)
- Ashfield Avenue (Heaton)
- Wyke Lane (Wyke)
- Wibsey Park Avenue (Wibsey)
- Wharfedale Road (Tong)
- Merrydale Road (Tong)
- Otley Road, Baildon Bridge (Baildon)
- Otley Road Jnc Bradford Road (Shipley)
- Glenside Road (Windhill and Wrose)
- Grove Road, Ilkley (Ilkley)
- West Lane (Keighley Central/West)

Department for Transport Cycle City Ambition Grant (CityConnect 2)

WYCA and Bradford Council secured £2.508m for the construction of the Bradford Canal Road Corridor Scheme, a segregated cycle super highway between Bradford and Shipley. Works are currently on-site but have been subject to construction

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delays. Scheme is now anticipated to be completed by the end of the 2018/19 financial year.

Challenge Fund Retaining Walls on A6034, A629 and A6033

The Council continues to deliver structural maintenance projects on three principal roads, A6034, A629 and A6033. Bradford's three years allocation equated to £4,340,00 (2015/16 to 2017/18) of which 16.45% had to be matched funded. Due to the unprecedented challenges arising from the Boxing Day floods and competing resources, only £1,266,802 had been spent to the end of financial year 2016/17. It is expected that a total of £2.4 million will be spent by 31/03/19. The remaining programme of works and spend will be completed by June 2021.

Safer Roads Initiatives

Practical Pedestrian Training

The practical pedestrian training programme has been delivered in 84 schools with 4600 pupils receiving training which is up from last years' performance of 82 schools with 4209 pupils. The programme is a positive contribution to health and sustainable travel.

Primary School Plan

The Primary School Plan has been delivered in 74 schools reaching 21500 children.

Children's Centres and Madrassas

Information on Be Bright, Be Seen and summer safety messages has been circulated to all Madrassas and Children's Centres. Messages addressing speed and in car safety were also circulated to Mosques and Madrassas for Eid.

Secondary Schools

Theatre in Education has been delivered in 20 schools to 4400 year 7pupils. All secondary schools in the district have received pre-driver information for pupils in Year 12/13.

Priority Ward Area Work

The Road Safety Team has engaged with schools to address road safety casualties in the City, Bowling and Barkerend, Bradford Moor, Manningham, Bolton and Undercliffe, Keighley Central, Little Horton and Toller wards.

Publicity

The Road Safety Team targets driver, passenger, and vulnerable road user safety through publicity activities. Press releases, tweets, bus advertising, JC Decaux boards, and leaflets are used to raise awareness.

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2017/18

This work is supported by the West Yorkshire Safer Roads Delivery Group using radio campaigns. Data led schedules feature messages on road safety themes which include the fatal four offences; excessive speed, drug and drink driving, failure to wear seatbelts and the use of mobile phones and texting whilst driving. Messages also address the safety of vulnerable road users including children, pedestrians, cyclists and motorcyclists. All messaging is drawn up in line with the DfT Think campaign calendar and the National Roads Partnership campaign calendar and aired in line with national and local campaigns and events. A campaign to address school gate parking issues has also been added to the schedule.

Electric Vehicle Charging Points

Investment under Programme 9 Low Carbon theme of the LTP enabled installation of a 'rapid chargepoint' at the Crown Courts car park in Bradford City Centre during August 2017. A sum of £30,000 allowed purchase of equipment and civil engineering works. The charger will allow visitors to the City Centre to re-charge electric vehicles in around 20-30 minutes.

There are now four public charges (local authority managed) plus a charging facility at Asda on Cemetery Road, Abundant Life Centre and the Nissan Dealership.

APPENDIX C: WEST YORKSHIRE LOCAL TRANSPORT 2017/18 FINANCIAL BUDGETS

	Profiled capital costs			
	2017/18	-	-	TOTAL 2017/18
Highway Asset				
Maintenance PRN/NPRN	4,959,200			4,959,200
Bridges, structures and retaining walls	925,400			925,400
Street lighting.	132,200			132,200
National Productivity Funding	836,000			836,000
Pot Hole Funding	428,000			428,000
TOTAL HIGHWAY MAINTENANCE BLOCK				7,280,800
Safer Roads				
Area Committee Integrated Transport Schemes	932,000			932,000
Network Management				
<i>Improved Data Communications Programme</i>				
Bradford – Wi-Fi/IP improvements	52,500			52,500
<i>More Efficient Traffic Signal Control Programme</i>				
Leeds Rd / Station Road, Shipley	30,700			30,700
Sunbridge Rd / Barry Street	17,600			17,600
<i>Traffic Signals - Asset Management Programme</i>				
Manchester Rd/Mayo Ave Jct	43,800			43,800
Manchester Rd/Mayo Ave slip	21,900			21,900
Worth Way/Sun St, Keighley	21,900			21,900
Manchester Rd/Marshfield	21,900			21,900
Manchester Rd/Bowling Old Lane	26,300			26,300
Manchester Rd/Ripley St	21,900			21,900
Darley St/Rawson Sq/Upper Piccadilly	17,500			17,500
Manningham Lane / Queens Road	21,900			21,900
Great Horton Road / Cooper Lane	21,900			21,900
Keighley Road / Emm Lane	26,300			26,300
Otley Road / Market Street, Shipley	26,300			26,300
Otley Road / Bank St. Shipley	26,300			26,300
Toller Lane . Haslingden Drive	17,500			17,500
Bradford Rd / St Paul's Road	26,300			26,300
Canal Road / Holdsworth St	17,500			17,500
Places to Live and Work				
Queensbury / Keighley / Saltaire	300,000			300,000
Motorcycling / Cycling & Walking Interventions				
District Interventions	70,000			70,000
Low Carbon Fuels & Technologies				
EV Charging point infrastructure	30,000			30,000
TOTAL INTEGRATED TRANSPORT BLOCK				1,792,000

APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS

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

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