

# 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

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## **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 29<sup>th</sup> July Bradford Council was awarded £68m from the City Region Sustainable Settlement for 4 schemes:

**Table 1: CRSTS Schemes**

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

Bus Hotspots (Westgate / Drewton Rd / Lumb Lane; Leeds Rd gyratory; Bolton Rd / Leeds Rd / Stone Hall Rd)	<b>£3.5m</b>
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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.

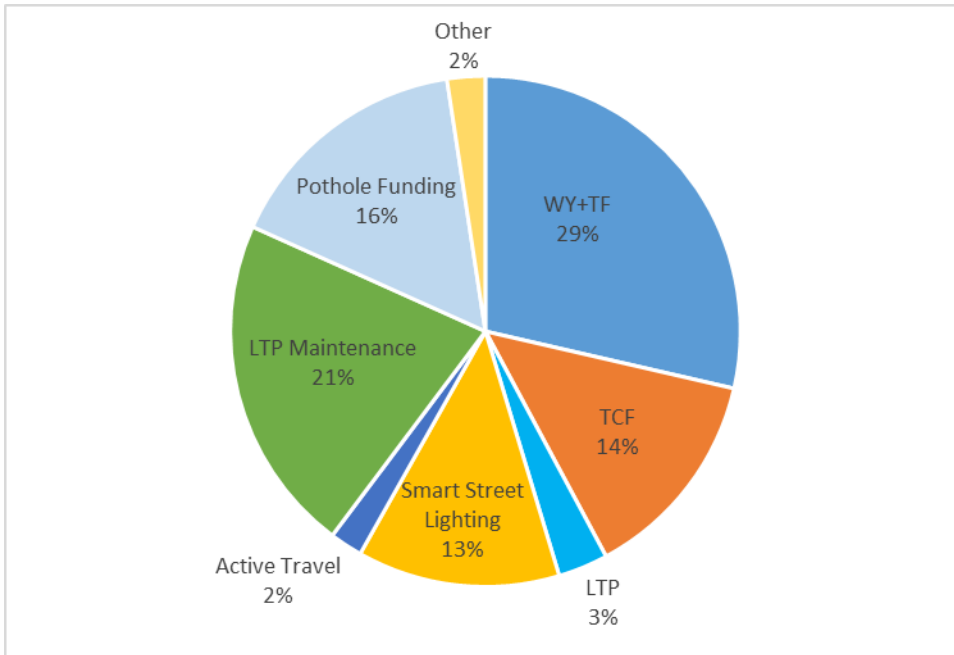
### **Funding Bids**

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 CO<sub>2</sub> 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

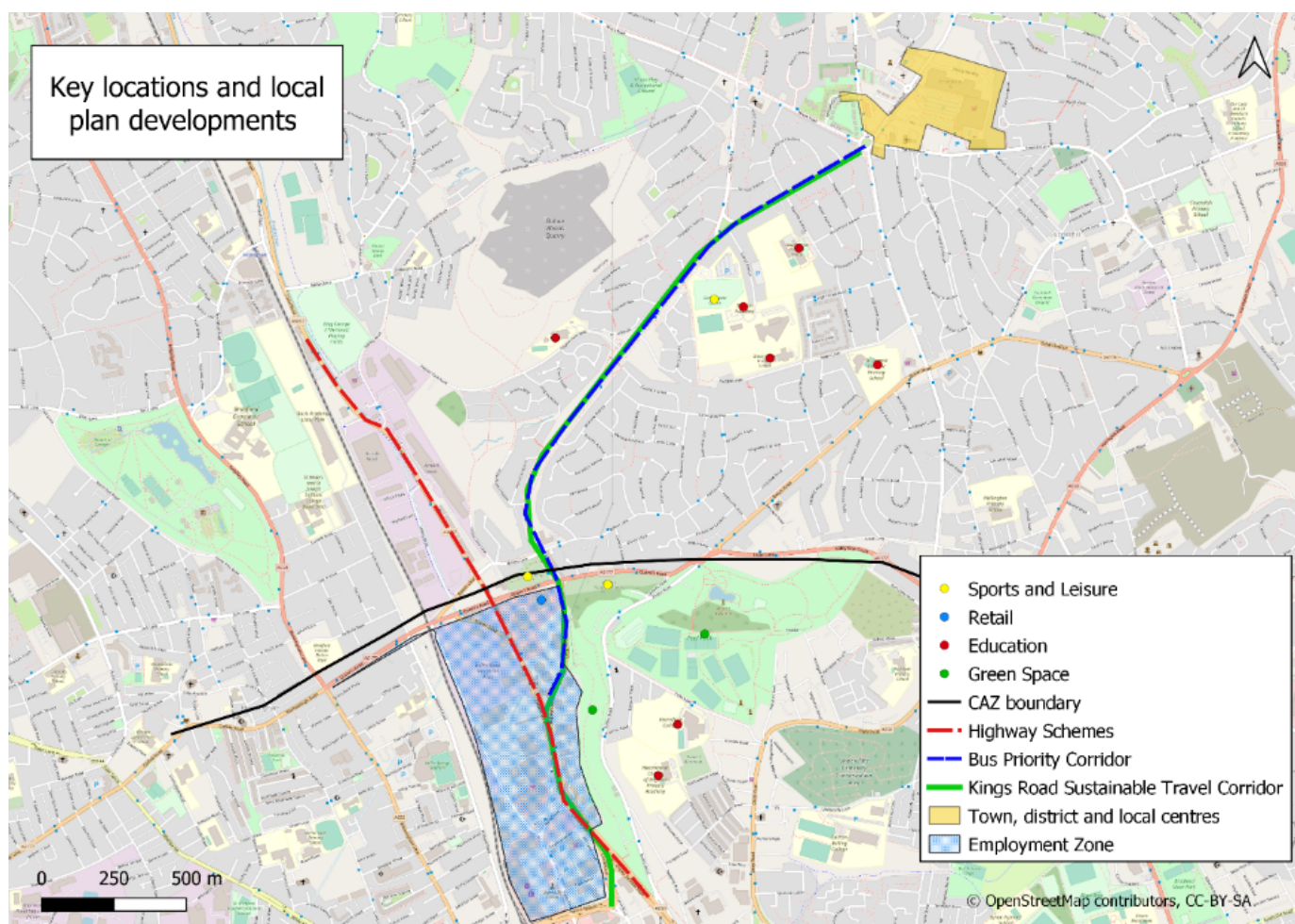
## APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

### 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<sub>x</sub> 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 8<sup>th</sup> 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 Girlington, 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) Girlington 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 31<sup>st</sup> 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)**

<b>Highway Maintenance Block</b>	<b>£'000 20/21</b>	<b>£'000 21/22</b>
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
<b>SUB TOTAL</b>	<b>9,876</b>	<b>7,715</b>
<b>Integrated Transport Block</b>		
Area Committee Safer Roads and Locally Determined schemes	932	932
Network Management	529	529
Healthy Streets	450	0
Bus Hot Spots	263	0
<b>SUB TOTAL</b>	<b>2,174</b>	<b>1,461</b>
<b>TOTAL LTP FUNDING</b>	<b>12,050</b>	<b>9,176</b>

## **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 (NO<sub>2</sub>) is breached in the UK and there are on-going breaches of the NO<sub>2</sub> 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 NO<sub>2</sub> 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 26<sup>th</sup> 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
<b>ATF (1) / (2) / (3) / (4)</b>	Active Travel Fund. Number indicated funding tranche.
<b>Bike It</b>	Cycling encouragement programme delivered by Sustrans in schools
<b>CO<sub>2</sub></b>	Carbon Dioxide
<b>CMS</b>	Central Management System
<b>Common Database</b>	A 'live' database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
<b>CRSTS</b>	City Region Sustainable Transport Settlement
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport
<b>EV</b>	Electric Vehicle.
<b>FBC</b>	Full Business Case
<b>HS2</b>	High Speed 2 Rail Link between London and Manchester / Leeds
<b>Hub</b>	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
<b>ISA</b>	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
<b>IRP</b>	Integrated Rail Plan
<b>KSI</b>	Killed and Seriously Injured Road Casualties
<b>LED</b>	Light Emitting Diode Lighting – energy efficient lighting equipment.
<b>LES</b>	Low Emission Strategy
<b>LoRAWAN</b>	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.
<b>LSTF</b>	Local Sustainable Transport Fund
<b>LTP / IP3 / IP4</b>	Local Transport Plan / Implementation Plan 3 / Implementation Plan 4

## APPENDIX 10 – GLOSSARY OF TERMS

<b>MOVA</b>	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.
<b>NPIF</b>	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.
<b>NPR</b>	Northern Powerhouse Rail
<b>NPRN</b>	Non-Principal Road Network – typical estate roads not serving the strategic needs of the nation.
<b>OBC</b>	Outline Business Case
<b>OLEV</b>	Office for Low Emission Vehicles
<b>PRN</b>	Principal Road Network – highways identified as serving the strategic needs of the nation.
<b>RailPlan7</b>	The current rail planning document for West Yorkshire
<b>SOBC</b>	Strategic Outline Business Case
<b>TCF</b>	Transforming Cities Fund
<b>TfN</b>	Transport for the North
<b>TLP</b>	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
<b>Urban Traffic Management Control / UTMC / UTC</b>	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.
<b>WYCA</b>	West Yorkshire Combined Authority
<b>WY+TF</b>	West Yorkshire Plus Transport Fund.
<b>WYTS</b>	West Yorkshire Transport Strategy