

Report of the Strategic Director, Place to the meeting of the Regeneration and Environment Overview & Scrutiny Committee to be held on 3 October 2023

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Subject:

Transport Delivery Plan Performance Report 2022-23.

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 2022/23 financial year.

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 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)

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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 programme for the Highways and Transportation teams' capital work programmes during the 2022/23 financial year.
- 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, albeit much less impact than the previous two years. Nonetheless, overhang from the pandemic affected some of its delivery of its capital works programmes for 2022/23.
- 2.2 Work has gone into submitting bids for funding from the Active Travel Fund tranche 4, Towns Fund and Levelling Up funds.
- 2.3 We have been developing a number of schemes and progressing them WYCA's assurance process.
- 2.4 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, Transforming Cities Fund and City Region Sustainable Transport Settlement 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.

4. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (APPENDIX 1)

Transforming Cities Fund (Appendix 2)

- 4.1 The Council have been awarded £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 and Bus Expressway; and
 - d) West Bradford Cycle Superhighway Extension.

West Yorkshire+ Transport Fund (Appendix 3)

- 4.2 Schemes within this programme include:

- a) Harrogate Road / New Line junction (complete);
- 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.

4.3 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)

4.4 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 the first two. 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)

4.5 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 was £2.241m and £1.461m in 2022/23. Due to staff resources issues a number of projects were not delivered within year and a carry-over of £1.203m of projects was therefore necessary into the 2022/23 financial year

4.6 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)

4.7 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 streetlights 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.

4.8 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)

- 4.9 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. Future links could extend this core backbone with links from Bradford southwards (possibly to Dewsbury), northeastwards (possibly to Leeds Bradford International Airport), northwestwards to Heaton) and west/southwest (possibly to Halifax). There would be numerous intermediate stops on the system to enable public transport-led regeneration and new housing.
- 4.10 A Mass Transit Vision document has been published and the prospective plans have been consulted on as part of the West Yorkshire Connectivity Plan. The Mass Transit Vision document was consulted on in early 2023.
- 4.11 WYCA and Bradford Council are in discussions over potential route alignments and are pushing for the Leeds to Bradford route to be delivered first. Construction is hoped to start in the late 2020s with the first route potentially opened within a decade.

Northern Powerhouse Rail (Appendix 8)

- 4.12 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.
- 4.13 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. The IRP indicated there would be funding for a new line between Manchester and Marsden only.
- 4.14 DfT updated their position on Bradford in June 2023. Work is being undertaken by DfT and Network Rail to look again at the case for a new through station in Bradford and links towards Huddersfield and Manchester. A decision on the option to pursue is not expected until 2024.
- 4.15 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 in the early 2030s.

Electric Vehicle Charging Points

- 4.16 The electric vehicle 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) During 2022/23, 38 Bradford owned Neighbourhood Charge points were installed across 14 locations, these are available for the public to use on the Blink Charging network at a cost of 39p/kWh.

- b) These were funded by a grant of £330,850 from the Government's On-Street Residential Charge Point Scheme. The grant covered 75% of the funding the other 25% was funded via Community Infrastructure Levy and reinvestment of income from previous charging infrastructure projects.
- c) Public charge points have also been installed at Ashlands Primary School, Ilkley and Bowling Swimming Pools.
- d) Our older charge points have also been upgraded (e.g., the charger at the Crown Court car park) to be on the same network as those recently installed, to allow easier customer use and a uniform network across the council's estate.
- e) For a full list of locations where these have been installed see <https://www.bradford.gov.uk/environment/climate-change/electric-vehicle-charging-points/>

Local Electric Vehicle Infrastructure (LEVI) Bid

- a) WYCA and the 5 district councils successfully applied for £1.5m of grant funding from LEVI pilot fund, which will look to also leverage between £1.5m and £4.5m of private investment to deliver 150 - 520 chargepoints.
- b) In addition, West Yorkshire Combined Authority has been provisionally allocated up to £14,326,000 capital and £1,079,120 capability funding under the UK Government's Local Electric Vehicle Infrastructure (LEVI) Fund.
- c) The LEVI capability funding is further to that awarded in financial year 2022/23 and is available across financial years 2023/24 and 2024/25. The LEVI capital funding will be delivered in two tranches and is available in either financial year 2023/24 or 2024/25. Funding is dependent on suitable delivery plans agreed by the Department for Transport. The LEVI Fund will help local authorities in England significantly scale up the delivery of local chargepoints, enabling more residents, especially those without off- street parking, to switch to EVs. As a critical enabler, capability funding will ensure local authorities have dedicated staff to undertake the planning and delivery of charging infrastructure, while capital funding will support chargepoint purchase and installation costs.
- d) The full allocation of LEVI funding is due to be received later in 2023 with project implementation to start soon after. A West Yorkshire Electric Vehicle Infrastructure Strategy has been drafted and a procurement framework developed to support the delivery of the LEVI project which should see several thousand charge points installed across the region and lever in a significant amount of private investment.

Planning requirements

- e) Recently, Heaton Crematorium has had 6 charge points installed as a result of planning requirements. Updated Building Regulation state any new building project will have charge points incorporated into the building design as part of the planning conditions.
- f) Charge points are in the process of being installed at Darley Street Market although these will be restricted to traders and delivery vehicles.

Fleet Charge Points

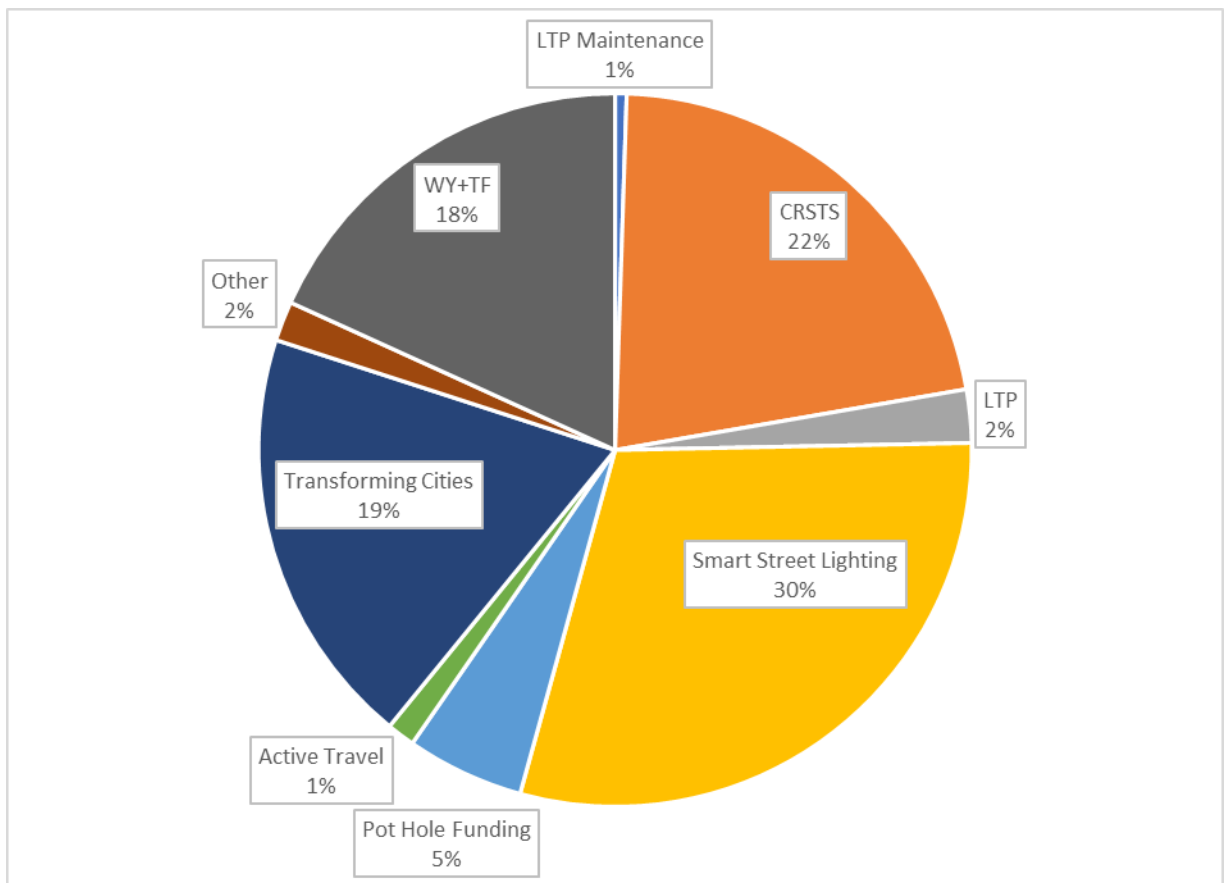
- g) In 2022/23 PAG has released £300,000 to enable charging infrastructure to be installed at our sites to enable our fleet vehicles below 3.5 tonnes (cars & small vans) to be replaced with electric vehicles. As vehicle are replaced with electric models, charging infrastructure is being installed to support this transition, to date 19 twin charge points have been installed at our depots / office locations.

Funding Bids

We have also been successful with two funding bids, including ATF4 and the Capability Fund. Although we were disappointed with the amount of money we received for ATF4.

5. FINANCIAL & RESOURCE APPRAISAL

- a) 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. In 2022/23 the service managed to deliver a programme of works of circa £36.816m across its portfolio of programmes comprised as shown below:



- b) 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.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

- c) 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.
- d) 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.

7. LEGAL APPRAISAL

- e) 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.

8. OTHER IMPLICATIONS

8.1 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.

8.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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

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

8.3 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.

8.4 Human Rights Act

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

8.5 Trade Union

There are no trade union implications associated with this report.

8.6 Ward Implications

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

8.7 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

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

8.9 Issues Arising from Privacy Impact Assessment

Not applicable.

9. NOT FOR PUBLICATION DOCUMENTS

None.

10. OPTIONS

None

11. RECOMMENDATIONS

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

12. APPENDICES

- 12.1 Appendix 1 – City Region Sustainable Transport Settlement including Transforming Cities Fund.
- 12.2 Appendix 2 – Transforming Cities Fund Portfolio Update.
- 12.3 Appendix 3 – WY+TF Portfolio Update.
- 12.4 Appendix 4 – Active Travel Fund.
- 12.5 Appendix 5 – LTP / Integrated Transport Block & Highways Maintenance Block.
- 12.6 Appendix 6 – Smart Street Lighting Programme.
- 12.7 Appendix 7 – Mass Rapid Transit.
- 12.8 Appendix 8 – Northern Powerhouse Rail (NPR).
- 12.9 Appendix 9 – Glossary of Terms and Abbreviations.

13. BACKGROUND DOCUMENTS

- 13.1 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 13.2 West Yorkshire Transport Strategy
<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>
- 13.3 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 13.4 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>
- 13.5 Bus Back Better, National Bus Strategy for England
[Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better)
- 13.6 LTN1/20 Cycle Infrastructure Design
[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/cycle-infrastructure-design-ltn-1-20)
- 13.7 Planning, Transportation & Highways Service Capital Monitor 2020-21

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

1. KINGS ROAD SUSTAINABLE TRANSPORT CORRIDOR

- 1.1 Funding has been secured through the City Regional Sustainable Transport Settlement (CRSTS) and the scheme will comprise of a 2-mile route from the Morrisons roundabout at the Enterprise 5 Retail Park along Bradford Road, Swain House Road, Kings Road onto the A6037 Canal Road south as far as the junction of the A6181/A650. The project is at the very early stages of development of a Strategic Outline business (SOC), so the full scope is yet to be determined. The scheme aims to realise inclusive growth; tackle the Climate Emergency; and deliver a high-quality and attractive sustainable transport corridor which puts pedestrians, cyclists, and bus users at the core. In doing so, the scheme will boost economic regeneration, housing growth and connectivity of a highly deprived area of Bradford to employment, education, and training opportunities, as well as two key retail employment areas, for the people living and/or travelling within or to/from the area. Approval of the SOC by the West Yorkshire Combined Authority (WYCA) is expected early 2024.

2. WAKEFIELD ROAD SUSTAINABLE TRANSPORT CORRIDOR

- 2.1 The scheme has been developed through the Strategic Assessment stage (SA) which proposes options for improvements to sustainable transport along the corridor. The corridor currently has poor sustainable transport and high dependency on private vehicles. The scheme aims to improve journey time and reliability of buses along the corridor to provide a competitive alternative to private car use, and provide sustainable, safe, and convenient infrastructure to support walking and cycling along and along the corridor.
- 2.2 A scope has been produced for the next stage (SOC) of the design development, and a design consultant is to be appointed in Q3 2023. Funding to develop the SOC, OBC, FBC and delivery has been provided by the West Yorkshire Combined Authority and identified through the City Regional Sustainable Transport Settlement (CRSTS).

3. BRADFORD BUS HOTSPOTS

- 3.1 The Bradford Bus Hotspots package sets out barriers to achieving the ambition for better buses in the region and opportunities for improvements to address these. These include:
- Improvements to accessing buses and improving bus user safety – including safer and more attractive bus stops
 - Ensuring communities have good access to services to allow fair access to employment, education and leisure opportunities – through a more comprehensive and better integrated bus network

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

- Enhancing the bus offer to contribute to modal shift and meet carbon targets for the region creating a more reliable bus network
- 3.2 These schemes are being developed in response to assessment work commissioned by local bus operators which identify key locations where the existing layout and delay contributes to unattractive journey times for buses across the Bradford District. The package will deliver two schemes that will reduce delay to buses at these key locations.
- 3.3 Westgate / Drewton Road / Lumb Lane
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 and subject to further design work
- 3.4 Leeds Road Gyratory
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 for inbound services. This scheme is currently being investigated further given the key strategic nature of the gyratory to both buses and general traffic.
- 3.5 The highway improvements will include measures such as junction improvements, signal changes and addressing parking that will prioritise bus movements in Bradford.
- 3.6 The scheme has been developed to Strategic Appraisal (SA) with further funding approved to develop a Programme Strategic Outline Case (SOC). The assurance pathway confirmed at SA approval will be continuation on to Outline Business Case (OBC) and Full Business Case (FBC).
- 3.7 Outputs relating to bus highways improvements are based on issues identified by bus operators and the schemes have been considered for viability by the Council. Engagement with the bus operators has been fundamental from conception and planned for effective communication through the stages of development.

4. STEETON AND SILSDEN CYCLING AND WALKING IMPROVEMENTS

- 4.1 Full funding for the Steeton and Silsden Cycling and Walking project was granted by the government in 2022 as part of the City Region Sustainable Transport Settlement (CRSTS) programme which is administered by the West Yorkshire Combined Authority (WYCA) and goes through the Combined Authority's Assurance Framework. The scheme is to address the issues of severance caused by the A629 dual carriageway where it passes between the two settlements of Steeton and Silsden.
- 4.2 Work on developing the Outline Business Case (OBC) for this project must now be revisited to align with the output requirements of the CRSTS funding and recent UK

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

Government policies such as LTN 1/20. Connectivity improvements are proposed to improve active travel beyond the A629 roundabout linking a new bridge over the A629 to key destinations such as the rail station and Airedale Hospital. Approval of the refined OBC by WYCA is expected early 2024.

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.

13.8 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.

13.9 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

13.10 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.

APPENDIX 2 – TRANSFORMING CITIES FUND

14. 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 Clean Air Zone.

New Green Public Spaces

- 14.1 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.
- 14.2 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.
- 14.3 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

- 14.4 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

- 14.5 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.
- 14.6 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.
- 14.7 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

- 14.8 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.
- 14.9 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.
- 14.10 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.
- 14.11 Works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

15. 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.

- 15.1 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.
- 15.2 Further complementary improvements are also being made to the nearby A641 (led by Calderdale Council), which acts as a key route between Brighouse and Bradford. The scheme is currently at Outline Business Case and public consultation closed on 8th September.
- 15.3 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.
- 15.4 Phase 1 works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

16. 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.

- 16.1 The scheme would deliver a direct, largely segregated cycle route to provide cyclists with a safe, secure space to travel easily and conveniently between the city centre and areas to the west of the city. The proposed improvements include:
- a) A largely segregated cycle route running along the length of Thornton Road between the city centre and Thornton village, passing the University of Bradford and Bradford College as well as a number of areas along the way, including Girington, Crossley Hall and Lower Grange
 - b) Cyclist priority at major junctions along Thornton Road to enable quick and safe passage between the city centre and Thornton
- 16.2 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.
- 16.3 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.
- 16.4 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 project was completed at the end of May 2022. Initial observations and feedback are that the junction is performing successfully. The Monitoring and Evaluation for one year after opening has commenced and we are awaiting the results and analysis of the data collected. It is anticipated the report will be completed in Q3 of 2023. Further monitoring and Evaluation will take place 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 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 Sustainable Transport Corridor 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 Improvements to the main routes between Bradford and Shipley are being revised following talks between Bradford Council and WYCA so they better meet Bradford's Clean Growth ambitions and keep pace with the latest thinking around sustainability and climate change. Development of new options for a revised OBC is currently ongoing for submission in 2024.

4. SOUTH EAST BRADFORD ACCESS ROAD (SEBAR)

- 4.1 The South East Bradford Access Route (SEBAR) project is a route development scheme which was originally proposed to improve access and transport links between the south of Bradford and Leeds.
- 4.2 A review of the scheme is taking place following a Local plan review and feedback from Leeds City Council. The development of the OBC is currently on hold. A separate review has also been completed by the West Yorkshire Combined Authority (WYCA) as part of a construction inflation review. CBMDC have been informed by WYCA that

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

the SEBAR scheme is now a “pipeline” project which means that it will only funded to be taken to the end of the next stage, in this case the OBC and then paused.

4.3 A decision on the way forward is yet to be confirmed.

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 funding. Faithful & Gould have been appointed initially for the development of a revised Outline Business Case.

5.2 The development includes a review of the scheme objectives and updating these as necessary to ensure they are in line with the latest national and local policy / strategy changes including sustainable transport and active travel. It is anticipated that the scheme will have more emphasis on public transport and active travel improvements and less emphasis on improving car journey times and congestion. There is also now much more emphasis on climate change, air quality and carbon reduction that need to be factored into the need for the scheme. This will be followed by the optioneering and evaluation process to select the preferred option. Stakeholder engagement is planned to commence in Q3/Q4 2023.

5.3 The aim is to seamlessly deliver this scheme in conjunction with the Wakefield Road CRSTS scheme.

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.

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.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

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.
- 8.2 Construction commenced on the scheme in March 2023 and is progressing well with the new link road now largely complete and 50% of the underground service diversions now complete. Construction is anticipated to be completed around February 2024, providing there are no unforeseen delays.

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 two junctions at Thornton Road / Cemetery Road and Toller Lane / Carlisle road, with the aim of improving 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 was 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 was a need to ensure that both schemes are compatible with each other to avoid any unnecessary redevelopment of the works.
- 9.3 As such it was decided to deliver the scheme in a phased approach, with the business case for the Thornton Road / Cemetery Road junction programme to be submitted in October 2023 and to be constructed simultaneously with the TCF Cycleway scheme, anticipated to commence construction in March 2024.
- 9.4 Due to the current economic climate and rising inflation costs, the affordability of delivering both junctions has been put into question. As such, a review is being done on the overall costs to ascertain whether one or both can be delivered with the existing approved funding. The Thornton Road scheme is being prioritised due to the interrelationship with the TCF cycleway scheme.

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

- 10.1 The original proposals for this scheme were 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.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

- 10.2 Following a region-wide inflation review, carried out by the West Yorkshire Combined Authority in 2022, the scheme was identified as one which is to be progressed to the next decision point (Outline Business Case) and then pipelined, where it will need to wait for another funding stream to progress.
- 10.3 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 has now been developed, which meets budget and objectives, with consultation with West Yorkshire Combined Authority to follow.

INTRODUCTION

- 10.4 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. Tranche 1 measures were developed rapidly within a tight delivery envelope, were generally temporary in nature and could, if necessary, be removed rapidly. Tranches 2 and 3 programmes were not delivered at such pace and therefore included more permanent installations in their programmes. For examples of schemes delivered under Tranches 1 and 2 see last year's "Transport Delivery Plan Performance Report 2022-23."

APPENDIX 4 – ACTIVE TRAVEL FUND

11. TRANCHE 2 INTERVENTIONS

- 11.1 A number of schemes originally proposed as part of Tranche 2 were removed from the programmed, these included
- a) Barkerend Active Travel Neighbourhood (ATN) – didn't meet funders requirements and lack of political support
 - b) Ivanhoe to Great Horton Road footway improvement and lighting (delivered using alternative funding)
- 11.2 The Cottingley Mercure to Bingley Cycleway is currently on site and due for completion by early October.
- 11.3 The Fenby Avenue scheme is currently being refined to meet funders requirements and needs to go out to consultation. It is due to be on site by the end of the 2023/24 financial year.
- 11.4 The Saltaire ATN scheme was successfully implemented and is currently being reviewed to see whether or not it will be retained, modified or removed.
- 11.5 The total value of this programme of works is £2.1m.

12. TRANCHE 3 INTERVENTIONS

1. We received £1.195m of Active Travel Fund (ATF) 3 money in October 2021 and have been developing the schemes below during 2022/23
- 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 (Keighley Central, Manningham and Holmewood)
 - c) £70k for at least 5 school streets
2. The schemes should have been completed by 31st March 2023 all schemes, or as a minimum, funding committed with consultation complete and delivery plans in place for delivery as soon as possible in 2023/24. Unfortunately, we haven't managed to deliver these schemes due to ongoing discussions with the funders (WYCA and Active Travel England) and the requirement for ongoing public consultation and engagement (particularly with regards to the ATNs).

13. ZZ) TRANCHE 4 INTERVENTIONS

- a. We received £1.045m of ATF4 money in May 2023 and we have been developing the schemes below:
- a. £475,000 Access to Schools
 - 1. Baildon Green footpath
 - 2. Cottingley Park Footpath improvements
 - 3. Oldfield Lane
 - 4. Langford Lane
 - 5. ASA Briggs Park Footpath improvements

APPENDIX 4 – ACTIVE TRAVEL FUND

6. Redburn Road
 7. St Stephens Road Footpath improvement
 8. Barnard Road – new pavement under bridge
 9. Shirley Manor Footpath improvement
 10. Green Lane
 11. Brownroyd Hill footpath
 12. Tewitt Hill point closure
 13. Silverhill Road point closure
- b. £570,282 Access to Hospitals
1. Airedale Hospital Bridleway Improvements
 2. Improvements to the promoted walking routes between the city centre and St Luke's Hospital

ACTIVE TRAVEL SOCIAL PRESCRIBING (ATSP)

2. INTRODUCTION

- 1.1. Bradford is one of 11 successful local authorities to receiving funding from Department for Transport/Active Travel England to deliver a 2.5 year pilot study to explore how Social Prescribing can support and encourage people to build physical activity into their daily lives. by switching some of their short everyday journeys to walking, cycling, wheeling or scooting. Being more active can support both our mental health and physical health. We have been working closely with the Public Health Team, Bradford and Craven District Health and Care Partnership (HCP) and Living Well, to deliver the initial successful Expression of Interest and secure the full Pilot funding. The funding sits within the Planning Transportation and Highways.
- 1.2. Social prescribing is an additional or alternative approach when a medical prescription is not the only answer, social prescribers or health link workers are based in primary care and some community settings, and support people to connect with community support and a wide range of local services including sport and leisure.
- 1.3. We are focussing the delivery of the pilot in 3 areas that are based on the footprint of a Primary Care Network (PCN – a group of surgeries) and that align with the Active Travel Neighbourhoods that we are delivering. The PCNs, selected in consultation with the Bradford and Craven Health and Care Partnership, are in areas with significant health inequalities, high levels of deprivation, and where we will be delivering Active Travel Schemes and initiatives. The areas identified were:
 1. Keighley
 2. Manningham/Girlington
 3. Bradford Moor / Barkerend

PROGRESS

- 1.4. The funding has enabled the recruitment of a Project Manager and 2 Officers to develop and lead the study. The team are already engaging with the social prescribing and active travel sectors, with a particular focus on Keighley as the first area. The proposed governance is to be through a new Active Travel Strategic Group to be established for this and other projects. As this project aims to improve health and wellbeing we will then report into the Living Well Board, which reports to the Wellbeing Board.

APPENDIX 4 – ACTIVE TRAVEL FUND

- 1.5. A short feasibility phase was carried out prior to the final bid, and from this Autumn will be extended through Community Readiness work, using a model developed at the University of Bradford/Bradford Institute of Health research. A local Voluntary Community Sector (VCS) organisation with prior experience of the approach has been commissioned to work with and community organisations, to understand how interested and aware people are of local paths, walking routes and cycleways, what support they would like to get more active and where they would want to see future schemes.
- 1.6. The aim of the pilot is to add another option for social prescribers to offer the people referred to them by GPs and other health professionals. Discussions are underway to link this pilot into an established local exercise referral scheme, already well-used by local GPs and health professionals as a safe route to refer people who wish to get more active for assessment.

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

1. INTRODUCTION

- 1.1 The Local Transport Block funding is provided under two core Blocks – 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 is used to deliver enhancements to the existing asset under a series of funding themes. During 2022/23 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 ward members and 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 Blue Badge 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 Safe 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 2022/23 include: -
- a) Highfield Road, Idle – traffic calming and 20mph speed limit;
 - b) Reevy Road West – zebra crossing;
 - c) Lumb Lane – Traffic Calming
 - 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 2022/23 this included the promotion of significant 20mph zones around schools (prioritised using ward-based child casualty rates).

3. LTP EXPENDITURE BY SPENDING THEME

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

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

Highway Maintenance Block	£'000 22/23
CRSTS Highway Maintenance – North	3,737
CRSTS Highway Maintenance – South	4,908
Bridges, structures and retaining wall repairs	1,700
Street Lighting	170
SUB TOTAL	10,515
Integrated Transport Block	
Area Committee Safer Roads and Locally Determined schemes	1,165
Network Management & Enhancements	1,150
Active Travel/PROW	142
Bus Hot Spots	263
Kings Road and Wakefield Road Sustainable Transport Corridors	50
SUB TOTAL	2,770
TOTAL LTP FUNDING	13,285

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 survey phase was completed in March 2022 providing the information regarding the assets that required column replacements based on their structural stability and provided the project team to plan the work type for each asset.
- 3.3 The design phase is now virtually complete except for around 1000 assets that relate to where overhead cables are currently utilised to feed the lighting, these designs are being undertaken by the project team within the Council.
- 3.4 In terms of the Installation phase, 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 are now progressing well with 8,673 units replaced. The number of

APPENDIX 6 – SMART STREET LIGHTING PROJECT

Lantern Changes from CR, LCS and LC's stands at 37,383 against a milestone of 36,018 so slightly ahead of programme as at 08/09/2023.

3.5 Based on the contractors programme the expected completion is due in August 2024

APPENDIX 7 – 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 and a consortium of consultancy firms. 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-to the south (possibly to Dewsbury)
- 2.5 Future links could extend this core backbone with links from Bradford southwards (possibly to Dewsbury), northeastwards (possibly to Leeds Bradford International Airport), northwestwards to Heaton) and west/southwest (possibly to Halifax).

3. PROGRAMME

- 3.1 It is currently anticipated that the Strategic Outline Business Case for MRT would be completed by the end of 2023
- 3.2 More detailed proposals for Mass Transit routes are being developed by a consortium of consultants led by Jacobs. Bradford Council has partnered with WYCA in the scheme development and will continue to do so.
- 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 several years later.

APPENDIX 8 – 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, with significantly less input from both WYCA and local authorities and thus 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. However, the IRP did contain commitments to electrify the line between Bradford Interchange and Leeds.
- 1.4 Subsequent to a report by the Parliamentary Transport Select Committee into the IRP, the DfT updated their position to be more supportive of a new through station in Bradford, connected into the Calder Valley route, which could later link into TRU and NPR.

2. SCHEME PROPOSALS

- 2.1 At the current time, 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, aiming for a 12min journey time.
 - 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.
- 2.2 Additionally, DfT and Network Rail are investigating:
 - a) The case for a new through station in Bradford city centre to replace Bradford Interchange
 - b) The case for better links from Bradford towards Huddersfield and thence Manchester via NPR.

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 in the coming months – 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

APPENDIX 8 – NORTHERN POWERHOUSE RAIL (NPR)

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 a decision was rapidly

APPENDIX 9 – GLOSSARY OF TERMS

ACRONYM	DEFINITION
ATF (1) / (2) / (3) / (4)	Active Travel Fund. Number indicated funding tranche.
Bike It	Cycling encouragement programme delivered by Sustrans in schools
CO₂	Carbon Dioxide
CMS	Central Management System
Common Database	A 'live' database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
CRSTS	City Region Sustainable Transport Settlement
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EV	Electric Vehicle.
FBC	Full Business Case
HS2	High Speed 2 Rail Link between London and Manchester / Leeds
Hub	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
ISA	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
IRP	Integrated Rail Plan
KSI	Killed and Seriously Injured Road Casualties
LED	Light Emitting Diode Lighting – energy efficient lighting equipment.
LES	Low Emission Strategy
LoRAWAN	Low power wide area network designed to connect low powered sensors to the internet in regional, national or global networks and supports bi-direction communication.
LSTF	Local Sustainable Transport Fund
LTP / IP3 / IP4	Local Transport Plan / Implementation Plan 3 / Implementation Plan 4

APPENDIX 9 – GLOSSARY OF TERMS

LUF	Levelling Up Fund
MOVA	Micro Processor Optimised Vehicle Actuation – a sophisticated traffic signal operating system that responds to changes in traffic flow by altering green light durations and signal cycle times.
NPIF	National Productivity Investment Fund – A £23bn fund established to invest in areas that are key to boosting productivity: transport, digital communications, research and development and housing.
NPR	Northern Powerhouse Rail
NPRN	Non-Principal Road Network – typical estate roads not serving the strategic needs of the nation.
OBC	Outline Business Case
OLEV	Office for Low Emission Vehicles
PRN	Principal Road Network – highways identified as serving the strategic needs of the nation.
RailPlan7	The current rail planning document for West Yorkshire
SOBC	Strategic Outline Business Case
TCF	Transforming Cities Fund
TfN	Transport for the North
TLP	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
Urban Traffic Management Control / UTMC / UTC	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.
WYCA	West Yorkshire Combined Authority
WY+TF	West Yorkshire Plus Transport Fund.
WYTS	West Yorkshire Transport Strategy