

Project Overview

Project Title	CRSTS – Safer Roads
Main Funding Programme	City Region Sustainable Transport Settlement
Current Forecast Project cost	£25,000,000
Funding Applied for from the Combined Authority now	£3,750,000
Private sector funding amounts and sources	£0

Scheme Description

This scheme will improve road safety at targeted locations across the five districts within West Yorkshire. This will be done through a wide range of measures, including traffic calming, walking and cycle facilities, speed limit reductions and improved parking management.

The programme will reduce the number of Killed and Serious Injuries (KSIs) incidents and road risks that impact on productivity, social, public and business costs. This will boost accessibility by making it easier to use the transport network by helping to change perceptions and encouraging more cycling, walking and use of public transport, contributing to the decarbonisation of the transport network.

Business Case Summary

Strategic Case

In 2021, across West Yorkshire's roads, over 5,000 people were injured in collisions, with thousands of these seriously injured and 47 road users killed; almost half of which were pedestrians or cyclists.

The personal, social, and economic consequences of avoidable collisions form the basis for the West Yorkshire Transport Strategy's ambition to eradicate transport-related deaths. This 'Vision Zero' approach will also contribute to the West Yorkshire authorities' ambitions to improve air quality and achieve carbon neutral status.

Collisions affect not just the victims but their families, friends, and the wider community, with impacts that can be lifechanging and life-long. It is estimated that the annual cost to society of road collisions in West Yorkshire is approximately £441m per year.

Significant intervention is needed to change the current position and improve safety on roads across West Yorkshire. To achieve the casualty prevention target of zero Killed and Serious Injuries (KSI) by 2040, we would need to see 61 fewer people killed or seriously injured every year.

Casualties among the most vulnerable road user groups show only a slow rate of reduction over recent years. If those rates of reduction continue, West Yorkshire will not meet the 2027 reduction target set within the WY Transport Strategy.

Economic Case

It is anticipated that The Safer Roads programme will be assessed as very high value for money when assessed against the Department for Transport (DfT) value for money criteria. The assessment is based on comparator schemes and case studies such as those included in the (DfT's) Safer Roads Fund.

As a result of this the residents of West Yorkshire will benefit from:

- Reduced casualties, grief, loss of earnings and healthcare costs
- Reduced delays to road users from fewer collisions
- Health benefits and reduced healthcare costs due to an increase in active travel from fewer work days missed. Environmental benefits from less car use as more people are able to walk or cycle. This will lead to lower noise, better air quality and reductions in greenhouse gases
- Improved journey quality due to feelings of safety
- Improved access to employment and education

This programme will prioritise sites of strategic importance to each district. This includes low income communities and key public transport routes.

Commercial Case

These schemes will be delivered directly through the teams employed by the partner councils. Where works cannot be carried out by in house teams, due to the level or work or due to the need for specialist teams, the five partner councils will jointly enter into short term contracts to achieve cost savings wherever possible. The partners already work closely together on procurement through the Yorkshire Highway Alliance. There are existing contracts and arrangements for selecting from a group of vetted contractors that have several years to run and will deliver much of this 5-year programme. Being able to plan work so far ahead will help consultants and delivery contractors to be reliable.

Financial Case

The total programme fund is £25,000,000 and will come from the Combined Authority's City Region Sustainable Transport Settlement (CRSTS) fund over a five-year period with the funds allocated to each of the West Yorkshire districts based on the 2021 census population numbers.

This strategic outline case covers quarters 3 and 4 of the 2022/23 financial year, which is Year 1 of the overall programme. The total cost for Year 1 is £5,000,000 of which £2,500,000 (50%) has already been approved at Combined Authority committee in March 2022. This business case is seeking the approval of the remaining £2,500,000 for the rest of the 2022/23 financial year and an additional £1,250,000 for quarter 1 of 2023/24 financial year.

Management Case

The five West Yorkshire districts have experience of delivering similar safety projects with the proposed approach to delivery being to use existing management and governance structures within each district.

Each of the districts will have a project lead who will oversee delivery of the schemes in their area, with an overarching Project Manager to oversee delivery.

Project leads in each district will report on a regular basis to their Chief Officer through existing reporting structures. They will also be responsible for reporting to the Combined Authority on a quarterly basis. The West Yorkshire Safe Roads Steering Group will provide regular programme updates for the West Yorkshire Safe Roads Executive which will then be ratified at the Vision Zero Board.

The five-year programme of works is being delivered between April 2022 and March 2027. An updated Strategic Outline Case, for each financial year of the programme, will be submitted for appraisal and approval in accordance with the Combined Authority Assurance Framework. An overarching programme risk register was developed for this SOC and is to be updated for future SOC submissions.