

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	£4,397,000 £10,647,000 total approval (Years 1 and 2)
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 through 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 £441 million 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

A benefit to cost ratio in the region of 5.4:1 has been calculated for the schemes to be delivered in Year 2 (2023/24) of the programme which is considered Very High.

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.

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 2, 3 and 4 of the 2023/24 financial year, which is Year 2 of the overall programme. The total cost for Year 2 is £5,647,000 of which £1,250,000 (22%) has already been approved at Combined Authority committee in February 2023. This business case is seeking the approval of the remaining £4,397,000 for the rest of the 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.