

Report of the Strategic Director (Regeneration) to the meeting of Environment and Waste Overview & Scrutiny Committee to be held on 29 November 2016

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Subject:

Delivery of the West Yorkshire Local Transport Plan 3 (2011-2016) Implementation Plan

Summary statement:

This report outlines progress made in delivering the third West Yorkshire Local Transport Plan (LTP) during its fifth year of operation, with specific focus on the Bradford elements of the Plan, and arrangements for the development and initial delivery of the Single Local Transport Plan.

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Portfolio:

Housing, Planning & Transport

Overview & Scrutiny Area:

Environment & Waste

1. SUMMARY

- 1.1. This report outlines progress made in delivering the third West Yorkshire Local Transport Plan (LTP) during its fifth year of operation, with specific focus on the Bradford elements of the Plan, and arrangements for the development and initial delivery of the Single Local Transport Plan

2. BACKGROUND

- 2.1. The third West Yorkshire Local Transport Plan (LTP), which covers the years from 2011 to 2026, was approved by the then West Yorkshire Integrated Transport Authority (ITA) in March 2011.
- 2.2. The objectives of the plan are as follows:
 - To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
 - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
 - To enhance the quality of life of people living in, working in and visiting West Yorkshire.
- 2.3. To ensure an appropriate focus on delivery of the Plan is maintained it was split into a series of 3-year Implementation Plans (IPs), the second of which spanned the period April 2014 to April 2017. This report therefore covers the activities within IP2.
- 2.4. The development of IP2 during 2013 was set in context of uncertainties related to the Government's redirection of 44% of the LTP Integrated Transport Funding to the Single Local Growth Fund which was the subject of a bidding process. An Interim Implementation Plan 2 of the Local Transport Plan was therefore developed during 2013 and approved by the ITA in January 2014 to allow delivery of the Plan to commence in 2014 and was subsequently updated in the context of the Single Local Growth Fund allocation announcement made in July 2014.
- 2.5. It should also be noted that the changes in the way the DfT calculate annual Integrated Transport funding paid to authorities resulting in West Yorkshire receiving approximately £2m less funding per year (£13m rather than £15m) from 2015/16 onwards. This is because one part of the formula used by the DfT has changed to reflect numbers of casualties per kilometre of road rather than absolute numbers of casualties. This generally dis-benefits the Metropolitan areas and other conurbations and favours more rural authorities.

Progress on Implementation Plan 2 during 2014/15

- 2.6. Progress on the Integrated Transport capital schemes that have been, or are being implemented by the Council is shown in Appendix 1. Highway Asset

Management programmes are set on an annual basis and in recent years have been set by the Executive and the local Area Committees as appropriate in accordance with the delegation arrangements previously agreed. The update on delivery of the Highways Asset Management programme is subject of a separate report to this committee.

- 2.7. Further information about the work that has been undertaken in Bradford during 2015/16 through the LTP, and a number of related funding streams, is provided in Appendix 2.
- 2.8. LTP3, Implementation Plan 2 is delivered across the following themes:
- Assets
 - Network Management
 - Information
 - Cycling and Walking
 - Integrated Public Transport
 - Safer Roads
 - Bids and Leverage
 - Low Carbon Fuels and Technologies
 - Other (feasibility, monitoring and evaluation)

Details of the individual projects and programme areas included in the Implementation Plan are contained in Appendix 3.

3. OTHER CONSIDERATIONS

Other Transport Issues

Single Transport Plan

- 3.1. The West Yorkshire Combined Authority (WYCA) is developing a Single Transport Plan (STP) for West Yorkshire. The new plan will be a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and health economic growth.
- 3.2. The STP will update the current West Yorkshire Local Transport Plan and will set out a step changing in the quality and performance of the transport system in West Yorkshire. The STP will be based around five core principles:
- **One system, High Speed Ready** – delivering a 'metro style' public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood.
 - **Place Shaping** – Making cities, towns and neighbourhoods more attractive places to live, work and invest with an emphasis on road safety, air quality, the image of places and the health of residents.
 - **Smart Futures** – Exploiting technology to improve the customer experience and assist effective management of the transport system.

- **Inclusion** – to create a high level of access by public transport in urban areas and increasing the range of transport options for travel including car clubs, car sharing schemes, taxis etc. linked into the development of local transport hubs.
- **Asset Management** – Maximising value for money in maintain the transport system for future generations.

Together with the cross-cutting principle of **minimising carbon emissions and environmental impacts** of transport.

- 3.3. The second phase of consultation on the development of the STP ran from 18 July – 21 October 2016 and are currently being analysed before being subject to a full independent review to identify if any changes are required to the plan before consideration for adoption by the West Yorkshire Combined Authority. Details of the latest iteration of the plan are available from the West Yorkshire Combined Authority's website (<http://www.westyorks-ca.gov.uk/stp-survey/>)

West Yorkshire+ Transport Fund

- 3.4. In July 2014 the Government announced that WYCA had uniquely secured funding to establish a £1bn West Yorkshire+ Transport Fund. The fund will target reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas. Details of the schemes within the Bradford District are subject to a separate report to this committee.

Air Quality

- 3.5. The impact of transport on Air Quality is of significant public health concern. The District has four declared Air Quality Management Areas and a large number of other locations are thought to be at or close to exceedance levels. Particulate air pollution has been assessed by Public Health England as being responsible for 5.3% of all deaths in the Bradford district, or approximately 222 deaths in the 25+ age range every year. The health costs associated with this in Bradford are >£150m/pa.
- 3.6. The UK is currently facing infraction proceedings from the EU due to failure to meet air quality targets. It has been confirmed that Brexit will not result in a 'watering down' of air quality legislation and that all EU legislation relating to air quality will be transposed into UK law. In December 2015 Government announced that Leeds would be one of five cities which would have a mandated Clean Air Zone (CAZ) imposed in order to improve air quality to meet legal limits. A recent High Court case (2nd November 2016) ruled that Government had failed to take the required action to improve air quality and that the plans made in December 2015 were woefully inadequate and based on over optimistic modelling (which did not take into account the findings of the recent VW scandal amongst other things). The UK Government has announced it will not appeal the decision. It is likely this will lead to additional action, including more CAZ in further cities. There is an additional 23 cities which are likely to require CAZ, it is understood that Bradford is likely to be

one of them.

- 3.7. The health impact of air quality on the Bradford population and the potential of fines being imposed by the EU are a serious concern for the Council and the importance of encouraging more sustainable modes of travel and addressing congestion issues that impact on air quality cannot be overstated. A Low Emission Strategy (LES) for Bradford has already been developed and was adopted in November 2013 (the 2nd in the UK). Bradford Council has project managed development of West Yorkshire Low Emission Strategy in collaboration with the other four local authorities, WYCA and Public Health England. The strategy has undergone public consultation and will go to the Council Executive for approval on the 6th December 2016.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The measures being undertaken by the Council and its partners through the Local Transport Plan are being delivered from the Capital and Revenue funding and staff resources available.
- 4.2. Parts of the Planning, Transportation & Highways service were placed under significant pressure as a result of the 2015 Boxing Day floods both in the immediate aftermath and continuing into the end of the 2015/16 financial year and beyond. In response to the floods staff resources were reallocated to work on delivery of urgent repairs rather than delivery of existing programmes of works. This necessary redirection of resources has therefore delayed progress on a number of programmes during the 2015/16 financial year including Challenge Fund, LTP schemes, general maintenance activities and post-flood response programmes. This situation has continued into the 2016/17 financial year.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1. Equality & Diversity

- 7.1.1. 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.
- 7.1.2. The duty is to "have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under [the

2010 Act], (b) advance equality of opportunity between persons who share relevant protected characteristic and persons who do not share it, [and] (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it". In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to participate in public life. It also includes taking steps to take account of disabled persons' disabilities and makes it clear that compliance with the duties "may involve treating some persons more favourably than others".

7.1.3. The duty is "to have regard" which means such regard as is appropriate in the circumstances. The duty and its effect are wide-ranging and this is also reflected in the definition of relevant protected characteristics which are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex or sexual orientation.

7.1.4. It is evident that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one or more of the relevant protected characteristics. Some of these were identified in the Integrated Sustainability Assessment undertaken on LTP3 as identified in a report to Executive on 18 March 2011 – Transport Delivery Plan 2011/12 (paragraphs 9.1.2 to 9.1.7).

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

7.2. **Sustainability Implications**

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

7.3. **Greenhouse Gas Emissions Impacts**

The ISA suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with LTP3 proposals (compared with a 'do-minimum' scenario).

7.4. Community Safety Implications

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

7.5. Human Rights Act

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

7.6. Trade Union

There are no trade union implications associated with this report.

7.7. Ward Implications

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

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1. The Committee could support the recommendation that progress on the West Yorkshire Local Transport Plan 3 be noted, feedback be provided to officers and that a further progress report on these issue be submitted in Autumn 2017.

9.2. The Committee could suggest an alternative approach to receiving reports on this issue in the future.

10. RECOMMENDATIONS

10.1. That progress on West Yorkshire Local Transport Plan 3 be noted and feedback to officers be provided by the Committee.

10.2. That a further report on the progress of the final year of the West Yorkshire Local Transport Plan 3, Implementation Plan 2 be submitted to this committee in Autumn/Winter 2017.

11. APPENDICES

- 11.1. Appendix 1 – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017) Bradford Integrated Transport Capital Programme – Progress Report.
- 11.2. Appendix 2 – Examples of Transport Projects and Initiatives Delivered in 2015/16.
- 11.3. Appendix 3 – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017)
- 11.4. Appendix 4 – Glossary of Terms and Abbreviations

12. BACKGROUND DOCUMENTS

- 12.1. Report to Environment and Waste Overview & Scrutiny Committee 28 March 2014, "My Journey' West Yorkshire Local Transport Plan 2011-2026 Progress Report.
- 12.2. Report to Executive 12 March 2013, Transport Delivery Plan 2013/14
- 12.3. Report to Executive 18 March 2014, Transport Delivery Plan 2011/12
- 12.4. 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 12.5. West Yorkshire Local Transport Plan 3 Integrated Sustainability Appraisal
[http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_\(Final\)_130716_V2.0.pdf](http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_(Final)_130716_V2.0.pdf)
- 12.6. West Yorkshire Local Transport Plan 3 Integrated Sustainability Appraisal (Technical Appendices)
[http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_Appendices_\(Final\)_130716_Rev2.0.pdf](http://www.westyorks-ca.gov.uk/uploadedFiles/Content/Transport/Transport_Plan/issue_WYCA_ISA_Report_Appendices_(Final)_130716_Rev2.0.pdf)

APPENDIX 1

**WY LOCAL TRANSPORT PLAN 3 – IMPLEMENTATION PLAN 2 (2014-2017)
BRADFORD INTEGRATED TRANSPORT CAPITAL PROGRAMME – PROGRESS
REPORT**

Description	Comments
Network Management	
Improved Data Network	Rolling programme of upgrades and improvements to the Council's wireless network infrastructure throughout the District.
Improved Signals Operation	Rolling programme of schemes to upgrade existing traffic signal installations including works at: - Bradford Road / Otley Road "The Branch" - Church Street / Brook Street (part finished – completion in 2016/17 financial year). - A65 Leeds Road / Lower Wellington Road – (completion in 2016/17 financial year). - Bradford Road / Granby Lane - Tong Street / Knowles Lane - Bierley Roundabout
Traffic Signals Maintenance	Rolling programme of maintenance upgrades to existing junction locations to improve safety and efficiency and reduce on-going maintenance costs - complete
Freight	Feasibility study into potential HGV freight park in Bradford South – complete.
Safer Roads	
KSI Casualty Reduction Programme	On-going programme of schemes mostly delivered by the end of 2015/16 with any remaining schemes being delivered in Q1, 2016/17.
Locally determined traffic management programme	On-going programme of schemes mostly delivered by end of 2015/16 with any remaining schemes being delivered in 2016/17.
Low Carbon Fuels and Technologies	
Air Quality Monitoring	Monitoring being undertaken at 7 sites across the district.
Integrated Public Transport	
Bus Lane Enforcement Cameras	Rolling programme of continuing IP1 programme supporting deployment of bus lane enforcement camera at priority locations.
Bus Hotspots – Delivery and Feasibility	Great Horton Road - introduction of traffic light priority at junctions. Odsal Roundabout – bus gate on Rooley Lane approach and additional traffic light priority.
Low Moor station	Scheme currently on-site but subject to delays due to discovery of unrecorded mine workings.
Cycling & Walking	
CCAG – City Connect superhighway (Bradford & Leeds)	Scheme currently completed and operating. Currently in monitoring phase.

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Description	Comments
CCAG2 – City Connect superhighway (Bradford)	Bradford aspect of project in development for Canal Road to city centre is currently in detailed design following approval of the scheme principles by Executive.

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EXAMPLES OF TRANSPORT PROJECTS AND INITIATIVES DELIVERED/COMMENCED IN 2014/15

A2.1 Local Transport Plan – Implementation Plan 2 Schemes

The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence lead approach based on casualty rates. The Traffic & Road Safety teams also work with local communities through forums, community groups and day-to-day contact with local residents to assist the Area Committees in determining where the problems and community priorities are.

In addition to Traffic Measures and Casualty Reduction schemes, the Area Committees also have responsibility for Disabled Persons Parking Places, access improvement schemes (e.g. dropped kerbs etc.), local public transport infrastructure (e.g. raised kerbs at bus stops, bus build-outs), safer routes to schools and cycling initiatives

The Safer Roads schemes therefore not only seek to reduce the incidence of road traffic collisions and thereby the occurrence and severity of associated casualties, but to improve accessibility and encourage sustainable transport i.e. walking, cycling and public transport use. Examples of schemes delivered through this programme in 2015/16 include: -

- Manningham Lane/Bowland Street, Manningham – A mini-roundabout and associated signing and lining improvements including modifications to the adjacent bus lane signing. A casualty reduction scheme which is already demonstrating a significant reduction in the rate of collisions.
- Various sites in the Bradford South constituency – 20mph zones outside schools.
- Undercliffe Lane, Undercliffe – A zebra crossing in close proximity to a large school site at a location where there have been a number of recorded pedestrian casualties in recent years.
- Carnegie Drive, Shipley– A parking management scheme to reduce conflict between residential and commuter parking adjacent to the railway station
- Oakworth Road, Keighley – Vehicle Activated Signs to address community concerns with an identified issue of excessive vehicle speeds.

Traffic signal refurbishment at 7 sites including:

- School Street / Drake Street Puffin
- John Street / James Street Puffin
- Westgate / Drewton
- Wakefield Road Gyratory
- Haworth Road / Cellow Grange Puffin
- Southfield Road / Hutton Road Puffin
- Replacement poles at Thornton Road / Whetley Lane

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More efficient traffic signal control at 7 sites including:

- Bradford Road / Otley Road "The Branch"
- Church Street / Brook Street (part finished – completion in 2016/17 financial year.
- A65 Leeds Road / Lower Wellington Road – completion in 2016/17 financial year.
- Bradford Road / Granby Lane
- Tong Street / Knowles Lane
- Bierley Roundabout

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

- Clayton Road near Lidget Terrace
- Rooley Avenue near Bude Street
- Tong Street near Proctor Street
- Leeds Road near Hawthorne Street
- Leeds Old Road near Rushton Avenue
- Harrogate Road near Tenterfields
- Vms Rooley Avenue near Bude Street
- Leeds Road near Station Road Shipley
- Toller Lane / Duckworth Lane
- Wakefield Road
- Barkerend Road near New Otley Road
- Leeds Road / Seymour Street
- Manchester Road near Hawkshead Street
- Manningham Lane near Cornwall Street
- White Abbey Road near Gracechurch Street
- Thornton Road near / Gratton Road

9 Variable Message signs to provide car park (Broadway Development) and driver information and improve management of the network at:

- Barkerend Road near Nuttall Road
- Canal Road near Kings Road
- Chester Street
- Leeds Road near Gobind Marg
- Manchester Road near Park Road
- White Abbey Road near Drewton Road
- Thornton Road near Fulton Street
- Manningham Lane near Drewton Road
- Wakefield Rd near Hall Lane

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

- Bradford Road / Otley Road ("The Branch")

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Upgrading of Safety Cameras to the latest digital technology to improve efficiency;

Continuation of development work on Low Moor Station by WYCA and Bradford Council including:

- Remedial treatment to un-recorded mine workings / mineshafts.
- Completion of the off-site highway works in advance of works on the main station facility commencing in order to discharge highway related.
- Completion of the station infrastructure.

Highways Asset Management activities associated with Highway Maintenance and Street Lighting are subject to a separate report to this committee on these activities.

A2.2 Leeds Rail Growth Package (Apperley Bridge Station)

Construction of the new station commenced in Summer 2014 and works were substantially completed in September 2015 including construction of the new Park and Ride facility, access road and traffic signal junction. Since opening the patronage of the station has exceeded predicted levels and is now well used throughout the working day.

A2.3 Department for Transport Cycle City Ambition Grant (CityConnect)

WYCA, Leeds City Council and Bradford Council were successful in securing £18.052m to support the construction of a high quality cycle route from east of Leeds to Bradford City Centre together with associated traffic management measures in the corridor and tow path improvements between Armley and Shipley. A further funding bid secured £250,000 for walking encouragement activities in the corridor.

Design work was completed in early 2015 and the new cycle route was completed and opened to the public in June 2016. Improvement works are continuing over the maintenance period with anticipated completion in 2017.

A2.4 Department for Transport Cycle City Ambition Grant (CityConnect 2)

WYCA and Bradford Council have secured £2.508m for the construction of the Bradford Canal Road Corridor Scheme, a segregated cycle super highway between Bradford and Shipley. Design work is being carried out in 2016 and construction works are expected to commence in 2017 with anticipated completion in 2018.

A2.5 Challenge Fund Retaining Walls on A6034, A629 and A6033

The Department for Transport have award a grant contribution to the Council of £3,356,000 over 3 years to deal with urgent structural maintenance on

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three principal roads, A6034, A629 and A6033. The allocation within 2015/16 equated to £1,138,000. However, due to the demands arising from the Boxing Day floods of 2015 expenditure of only £308,217 was achieved by the end of 2015/16. In light of the unprecedented challenge arising from dealing with issues caused by the Boxing Day floods a concession in relation to carry forward of funding into the 2016/17 financial year was given by the Department.

A2.6 Safer Roads Initiatives

Practical Pedestrian Training

The practical pedestrian training programme has been delivered in 59 with 3250 pupils receiving training which is up from last years' performance of 51 schools with 2,515 pupils. The programme is a positive contribution to health and sustainable travel.

Primary School Plan

Similarly, the Primary School Plan has been delivered in over 99 schools reaching 26,710 children which is up from last years' performance figures of 89 schools reaching 22,417 children.

Children's Centres and Madrassas

Information has been circulated to 66 Madrassas and 51 Children's Centres in June (2015) for Child Safety Week and October 2015 for the Be Bright Be Seen campaign.

Secondary Schools

Theatre in Education has been delivered in 20 schools to pupils in year 7 and 8. All secondary schools in the district have received pre-driver information for pupils in Year 12/13.

Priority Ward Area Work

The Road Safety Team has worked with key partners to address road safety casualties in the City, Manningham, Bolton and Undercliffe, Bradford Moor, Little Horton, Toller, Bowling and Barkerend and Keighley Central wards. Activities have focused on community engagement, empowerment and ownership to reduce casualties.

Publicity

Drivers, passengers, adult cyclists, motorcyclists and pedestrians are targeted through publicity activities. Press releases, radio, social media, JC Decaux boards and leaflets are used to put out key messages related to seat belt wearing, speed, the use of mobile phones, drink driving, distractions and awareness of other road users.

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The Road Safety Team work with the other West Yorkshire and Yorkshire and Humber authorities on publicity campaigns and support the Government's 'Think' campaigns.

The West Yorkshire Safer Roads Delivery Group has continued to promote the Look Out message through radio, bus backs and street talk media. The campaign encourages all road users to share the roads safely and to look out for each other.

A2.7 Workplace Travel Plans

Workplace travel planning remains a key priority in engaging employers and their staff on the benefits of sustainable travel options. The new Local Plan & Infrastructure team, which comprises the previous Transport Planning team, continue to comment on Travel Plans associated with new developments as well as working with existing employers to ensure that the best possible travel opportunities are made available to staff across the District.

A2.8 Electric Vehicle Charging Points

In January 2015 the Council was selected to take part in the OLEV (Office for Low Emissions) / ULEV (Ultra Low Emission Vehicle) Readiness Project. 7 Nissan eNV200 vans and 2 Nissan Leaf electric pool cars have been adopted on 2-3 year leases, replacing older diesel fleet. Electric vehicle chargers were installed to facilitate vehicles at Harris Street, Stockbridge Depot and McMillan Tower. Highway officers, social workers, mail delivery and parking services have adopted the vehicles which produce zero tailpipe emissions. The project has enabled reduced running costs and improved local air quality impact.

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**WEST YORKSHIRE LOCAL TRANSPORT PLAN
IMPLEMENTATION PLAN 2014-17**

Notes:

For simplicity, specific programmes/projects in neighbouring Districts have been omitted from the table below.

West Yorkshire wide programmes / projects are shown in ***BOLD ITALICS***

	Profiled capital costs			
	2014/15	2015/16	2016/17	3 year total
Highway Asset				
<i>Highway surfacing / reconstruction</i>	15,458,000	19,000,800	17,419,000	51,877,800
<i>Bridges, structures and retaining walls</i>	6,662,000	8,188,900	7,507,200	22,358,100
<i>Street lighting.</i>	1,646,000	2,023,300	1,854,800	5,524,100
TOTAL HIGHWAY ASSET				79,760,000
TOTAL HIGHWAY MAINTENANCE BLOCK				79,760,000
Public Transport Asset				
<i>Smart 5 refurbishment to extend asset life</i>		100,000	1,700,000	1,800,000
<i>Bus shelter programme – 30 shelters per year</i>	250,000	250,000	223,000	723,000
TOTAL PUBLIC TRANSPORT ASSET				2,523,000
Network Management				
<i>Improved Data Communications Programme</i>				
Bradford – Bluetooth vehicle detectors for journey times	2,100	13,600	61,000	76,700
Bradford – Equipment for UTMC control			41,000	41,000
Bradford – Wi-Fi improvement at 160 sites	82,300	137,800	49,000	269,100
Bradford – Remote monitoring of sites	52,700	800	9,000	62,500
<i>More Efficient Traffic Signal Control Programme</i>				
Bradford – Manningham Lane / Drewton Road	76,100			76,100
Bradford – Chester Street / Little Horton Lane	49,900			49,900
Bradford – Toller Lane / Haworth Road	43,200			43,200
Dudley Hill Roundabout		8,900		8,900
Tong St/Knowles Lane		33,600		33,600
Church St/Brook St		11,300	12,000	23,300
Bradford Rd/Granby Lane		21,700		21,700
Bierley Roundabout		79,200		79,200
Leeds Rd/Lower Wellington Rd		13,400	21,000	34,400
The Branch, Bradford Rd		44,400		44,400
Bradford Rd/Kirkgate			46,000	46,000

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Halifax Rd/Thornton Rd			27,000	27,000
Leeds Rd/Crag Rd			34,000	34,000
Manor Row/Upper Piccadilly			23,000	23,000
Otley Rd/Valley Rd			36,000	36,000
South St/Worth Way			23,000	23,000
Thornton Rd/Preston St			20,000	20,000
<i>Variable Message Signs Programme</i>				
Bradford – Common Database Works	500			500
Bradford – New Information Signs – Westfield Development		356,500	43,500	400,000
Bradford – New Information Signs – Inter Area Strategic Routes			80,000	80,000
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,500			32,500
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,700			32,700
<i>Traffic Signals - Asset Management Programme</i>				
Bradford – Replacement of Obsolete Traffic Signal Poles & Controllers	141,800	23,600	25,000	190,400
Manor Row/Upper Piccadilly		21,300	34,000	55,300
Wakefield Rd Gyratory		85,400		85,400
Haworth Rd/Chellow Grange		30,900		30,900
Southfield Lane/Hutton Road		3,400		3,400
Bradford Rd/Avondale Rd			16,000	16,000
Bradford Rd/Aireville Ave Puffin			15,000	15,000
Canal Rd/Hillam Rd			15,000	15,000
Clifton Place Puffin			15,000	15,000
Killinghall Rd/First Ave Puffin			17,000	17,000
Manchester Rd/Croft St			50,000	50,000
Manchester Rd/St Stephen's Rd			64,000	64,000
Shipley Fields Rd Puffin			15,000	15,000
Bradford – HGV Park – feasibility	5,000	1,000	94,000	100,000
TOTAL NETWORK MANAGEMENT				2,384,700
Information				
Smartcards	1,272,000	400,000		1,672,000
Transport Data management		475,000	425,000	900,000
Multi-modal, hubs, disruption information, web portal		575,000	525,000	1,100,000
Bus real-time evolution	108,000	356,000	536,000	1,000,000

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TOTAL INFORMATION				4,672,000
Cycling and Walking				
<i>CCAG City Connect superhighway (Bradford & Leeds)</i>		7,500,000	0	7,500,000
<i>CCAG2 City Connect superhighway (Bradford)</i>		171,500	800,300	971,800
<i>Cycling Schemes</i>	0	1,000,000	1,000,000	2,000,000
TOTAL CYCLING & WALKING				10,471,800
Integrated Public Transport				
<i>Bus Quality Contract / Bus Quality Partnership development</i>	100,000	1,000,000	266,000	1,366,000
<i>Hubs 'lite'- up to 27 sites, various locations, light touch treatment (- totem, enhanced information including real time, improved signage)</i>	752,000	435,000	150,000	1,337,000
<i>Low Moor Rail Station</i>	1,442,000	7,932,000	595,000	9,969,000
<i>Bus Hotspots</i>	441,000	150,000	150,000	741,000
TOTAL INTEGRATED PUBLIC TRANSPORT				13,413,000
Safer Roads				
<i>Bradford KSI Casualty Reduction including locally determined traffic management</i>	455,600	838,500	1,476,900	2,771,000
<i>WY Safer Roads Support</i>	66,000	66,000	68,000	200,000
TOTAL SAFER ROADS				2,971,000
Bids and Leverage				
<i>Local LTP match for funding bids. Non-rail projects e.g. Local Pinch Points, Cycle City Ambition etc (*dependent on external funding opportunities)</i>	179,000	180,000	941,000	1,300,000
TOTAL BIDS AND LEVERAGE				1,300,000
Low Carbon Fuels				
<i>Bradford – up to 8 twin charging points, match funded by the Health Authority</i>	7,500	30,000		37,500
<i>Air Quality Monitoring</i>		33,000		33,000
TOTAL LOW CARBON FUELS AND TECHNOLOGIES				70,500
Other				
<i>LTP Feasibility</i>	166,000	167,000	167,000	500,000
TOTAL OTHER				500,000
TOTAL INTEGRATED TRANSPORT BLOCK				37,334,200

APPENDIX 4

GLOSSARY OF TERMS AND ABBREVIATIONS

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

APPENDIX 4

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.