

# Report of the Strategic Director of Place to the meeting of Regeneration and Environment Overview & Scrutiny Committee to be held on 9 January 2020

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## **Subject:**

West Yorkshire Transport Strategy Performance Report

## **Summary Statement:**

This report updates the committee on the outcome of the delivery of the 2018/19 programme of schemes of the West Yorkshire Transport Strategy.

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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 of the 2018/19 programme of schemes of the West Yorkshire Transport Strategy.

## **2. BACKGROUND**

### **West Yorkshire Transport Strategy**

- 2.1 The West Yorkshire Combined Authority (WYCA) has developed a long-term Transport Strategy for West Yorkshire to deliver a modern, high class, integrated transport system that support the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and health economic growth. This plan was adopted by the combined authority on 3<sup>rd</sup> August 2017 and covers the period through to 2040.
- 2.2 The West Yorkshire Transport Strategy (WYTS) replaces the current West Yorkshire Local Transport Plan and which was adopted in 2011 and will set out a step change in the quality and performance of the transport system in West Yorkshire. The Transport Strategy is based around five core principles:
- (1) Road Network – delivering an efficient, safe and reliable road network for all road users that creates new opportunities for jobs and housing.
  - (2) One system, public transport – delivering a 'Metro style' public transport network that integrates all transport modes, including High Speed Rail, into one comprehensive easy-to-use system.
  - (3) Places to Work and Live – Making cities and neighbourhoods more attractive places to live, work and invest in and making West Yorkshire known for the quality and liveability of its places.
  - (4) Smart futures – Exploiting technology to improve the customer experience and assist effective management of the transport system.
  - (5) Asset management and Resilience – Maximising the value for money in maintaining the transport system for future generations.
- 2.3 Together with the cross-cutting principles of Inclusive Growth, Environment, Health and Wellbeing to connect people to better living standards and higher earning jobs and to significantly improve the health, overall wellbeing and environment of people living and working in West Yorkshire.
- 2.4 Similar to the Local Transport Plan the Transport Strategy will be supported by a series of five-year Implementation Plans containing the specific programmes and projects. The implementation of the strategy will be managed by the West Yorkshire Combined Authority in conjunction with each of the district partners.
- 2.5 Progress on the capital schemes that have been, or are being, implemented by the Council is shown in Appendix A of this report. Further information about the work that has been undertaken by Bradford during 2018/19 through the WYTS and a number of related funding streams is provided in Appendix B. The funding

allocation for the 2018/19 programme is shown in Appendix C.

### 3. OTHER CONSIDERATIONS

#### Other Transport Issues

##### Bradford Interchange & Forster Square Station

- 3.4 The two Bradford projects which are contained within the Station Gateways programme of the West Yorkshire + Transport Fund are the improvement to Forster Square and Bradford Interchange.
- 3.5 Bradford Forster Square is on track to be delivered (includes development and build) within the period 2019/20 to 2022. Successful Design and Build Consultant / contractor is to be appointed in December 2019 or January 2020. It is expected that build will commence in March 2021 and be complete by November 2022.
- 3.6 Running slightly behind the Forster Square scheme, proposals for Bradford Interchange have been developed which provide a step-change in user experience which are compatible with any potential future Northern Powerhouse Rail proposal.
- 3.7 Stage 1 of the Interchange works are planned to start in November 2021 (for approximately 12 months), these works will include relocation of the existing taxi rank and at grade link between the bus and rail terminals.
- 3.8 Survey works are currently being scheduled and prepared for execution in 2020. These works will serve to inform the wider Station Master Plan and potential options for Stage 2. The Combined Authority are also planning to re-surface the bus deck as soon as possible, the survey works will also serve to inform the necessary level of intervention – it is likely that the WYCA will ask the Council to undertake these works.
- 3.9 Transforming Cities Fund (TCF) proposals are closely linked to Stage 2 – funding is currently being assessed as part of a wider re-generation proposal.

##### West Yorkshire+ Transport Fund

- 3.10 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.
  - a) **A650 Tong Street Corridor Improvements** – Funding mechanism is currently under decision – The DfT through the TfN funding is considering providing circa £22M with circa £3M match funding from the WYCA. This is not final yet and the funding route may revert back to the WYCA – we are hoping to know more in the next four to six weeks.
  - b) **A650 Hard Ings Road** – Works are underway with good progress. Completion is anticipated in August 2020.
  - c) **Harrogate Road / New Line Junction** – Construction works are planned to start in March 2020 with a duration of approximately 12 to 15 months.

- d) **Bradford to Shipley Corridor Improvement** – This project consists of a number of junction improvements including The Branch, Otley Road / Valley Road, Fox's Corner as well as dualling a section of Canal Road between Queens Road arches and Stanley Road. Introduction of public transport benefits (Quality Bus corridor) on A650 Manningham Lane is also included in the project mandate. This scheme has just received Outline Business Case (OBC) approval from the WYCA, development works towards Full Business Case (FBC) are underway.
- e) **Corridor Investment Programme** – Two schemes are being delivered under this programme. The programme comprises junction and link upgrades to sites on the outer ring-road including, Thornton Road / Toller Lane and Great Horton Road / Horton Grange Lane as part of the Phase 1 package. These schemes are planned to start the construction phase in 2021.
- f) Funding to develop the OBC for the South East Bradford Link Road has been approved. Development is expected to start in March 2020. This project is at a very early stage of development and is indicatively programmed for delivery by 2025 /26.

#### Air Quality

- 3.11 The impact of transport on Air Quality is a significant public health concern. The District has four declared Air Quality Management Areas and a 2018 baseline study has identified that in Bradford 25% of the strategic transport network is in excess of the legal limit for nitrogen dioxide. The study indicates that Bradford will not reach compliance without intervention until 2028. Particulate air pollution has been assessed by Public Health England as being responsible for 4.7% of all deaths in the Bradford district. The health costs associated with this in Bradford are >£150m/pa.
- 3.12 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. 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 by 2020. In March 2018 Bradford Council were required by Defra to carry out a feasibility study to develop a plan designed to bring forward legal compliance in the shortest possible time. The Council were subsequently served a Ministerial Direction on 5<sup>th</sup> October which required it to:
  - a) Develop an initial plan by 31<sup>st</sup> January 2019 setting out the case for change and identifying, exploring, analysing and developing options for interventions which the Council will implement to deliver compliance in the shortest possible time and indicative costs for these; and
  - b) Produce a final plan by 31<sup>st</sup> October 2019 identifying the preferred option for delivering compliance in the shortest possible time.

- 3.13 The initial plan was submitted within the timelines and work is now on-going to submit a final business case in the shortest time possible. The work is being carried out by officers from Public Health and Planning, Transportation & Highways and will include full public consultation of the preferred option.
- 3.14 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 was formally adopted by all parties in December 2016.

#### **4. FINANCE & 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.

#### **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**

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 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".

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).

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. Impact assessments for the Integrated Transport Block schemes are now a requirement and will form part of all levels of investment.

## **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**

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 ISA suggested that there would be a reduction of CO<sub>2</sub> of 19% by 2025 across West Yorkshire with WYTS proposals when compared with a 'do-minimum' scenario, but since the WYTS was adopted, WYCA has 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.

Whilst this work is carried out, the Council is acting to reduce carbon from transport through installation of EV charging points, promotion of cycling and construction of cycle lanes and facilities, 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.

## **7.4 Community Safety Implications**

Safety and Security of the Transport Network is a key consideration for the WYTS. 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 WYTS includes 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.

### **7. NOT FOR PUBLICATION DOCUMENTS**

7.1 None.

### **8. OPTIONS**

8.1 None.

### **9. RECOMMENDATIONS**

9.1 That progress on transport programmes across both Integrated Transport Block and Highways Maintenance Block allocations in the 2018/19 financial year be noted.

### **10. APPENDICES**

10.1 Appendix A – West Yorkshire Transport Strategy – 2018/19 Bradford Capital Programme – Progress Report.

10.2 Appendix B – Examples of Transport Projects and Initiatives Delivered in 2018/19.

10.3 Appendix C – West Yorkshire Transport Strategy Financial Budgets 2018/19

10.4 Appendix D – Glossary of Terms and Abbreviations

### **11. BACKGROUND DOCUMENTS**

11.1 West Yorkshire Transport Strategy  
<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>

11.2 West Yorkshire Transport Strategy Integrated Sustainability Appraisal  
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>

11.3 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>

**APPENDIX A: WEST YORKSHIRE TRANSPORT STRATEGY – 2018/19  
BRADFORD CAPITAL PROGRAMME – PROGRESS REPORT**

Description	Comments
<b>Network Management</b>	
Improved Data Network	Rolling programme of upgrades and improvements to the Council's wireless network infrastructure including introduction of Bluetooth vehicle detectors for journey time monitoring throughout the District.
Improved Signals Operation	Rolling programme of schemes to upgrade existing traffic signal installations - <b>complete</b>
Traffic Signals Maintenance	Rolling programme of maintenance upgrades to existing junction locations to improve safety and efficiency and reduce on-going maintenance costs - <b>complete</b>
VMS Signs	Introduction of Variable Message Signs on the network to provide traffic information for road users – <b>complete</b> .
<b>Safer Roads</b>	
KSI Casualty Reduction Programme	On-going programme of schemes delivered by the end of 2018/19.
Locally determined traffic management programme	On-going programme of schemes delivered by end of 2018/19.
<b>Low Carbon Fuels and Technologies</b>	
Air Quality Monitoring	Monitoring being undertaken at 7 sites across the district.
<b>Integrated Public Transport</b>	
Bus Hotspots – Delivery and Feasibility	Several sites complete with further development work and delivery on-going.
<b>Cycling &amp; Walking</b>	
CCAG2 – City Connect superhighway (Bradford)	Scheme currently on site but has been subject to construction delays. Completed in May 2019. Minor remedial works on-going.
LCWIP Keighley & City Centre/South Bradford.	Final Reports nearing completion for presentation to the WYCA Transport Committee in January 2020.

## **APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2018/19**

### **Safer Roads projects**

The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence led approach based on casualty rates. The Traffic & Road Safety teams also work with local communities through forums, community groups and day-to-day contact with local residents to assist the Area Committees in determining where the problems and community priorities are. In addition to Traffic Measures and Casualty Reduction schemes, the Area Committees also have responsibility for Disabled Persons Parking Places, access improvement schemes (e.g. dropped kerbs etc.), local public transport infrastructure (e.g. raised kerbs at bus stops, bus build-outs), safer routes to schools and cycling initiatives

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 2018/19 include: -

- Shipley-Airedale Road, Bradford – installation of safety barriers
- Netherlands Avenue, Wibsey – Traffic Calming
- City Road/Sunbridge Road/Jowett Street, Bradford - Junction improvement
- Shipley and Ilkley constituencies - area-wide Traffic Regulation Orders for waiting restrictions at various to improve safety and/or access.

In addition to the locally-determined Safer Roads priorities, the Council has also developed a Strategic Schemes programme. In 2018/19 this included the promotion of significant 20mph zones in Bradford City Centre and around schools (prioritised using ward-based child casualty rates).

### **Traffic Signal Asset Management**

Signal refurbishment at 16 sites including:

- Huddersfield Road / Mayfield Avenue / Wyke Manor School
- Carlisle Road / Ambler Street
- Carlisle Road / Carlisle Street
- Carlisle Road / Bavaria Place
- Swaine House Road / Radcliffe Avenue
- Wrose Road / Low Ash School / Wrose Bull
- Wrose Road / Oakdale Road
- A6176 Bolton Road / Norman Avenue
- A647 Leeds Road / Edderthorpe Street
- A6177 Sticker Lane / Fenby Avenue
- Lilycroft Road / Lilycroft Primary School
- A657 Leeds Road / Thackley Old Road
- A65 Leeds Road / Nile Road

## **APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2018/19**

- A65 Leeds Road / Little Lane
- A65 Church Street / Hawksworth Street
- A65 Leeds Road / Dean Street
- A65 Skipton Road / Westville Street
- A658 Harrogate Road / Park Road
- A657 Leeds Road / Ashfield Road
- A657 Leeds Road / Town Lane
- A647 Leeds Road / Thornbury Street
- A6036 Halifax Road / Fenwick Drive
- A6036 Halifax Road / Western Way
- Highgate Road / Stocks Lane
- A644 Brighouse & Denholme Road / Fleet Lane
- Clayton Road / Hollingwood Avenue
- Main Street / School Street
- A650 Bradford Road / Branksome Drive – Puffin Crossing
- B6146 Cottingley Moor Road / Primary School

### **Road Safety Cameras**

An on-going programme of upgrading of Safety Cameras to the latest digital technology to improve efficiency and resilience of the function. The digital roll out has led to efficiencies including:

- Removal of old, static, wet film camera housings, yet the digital nature of the new cameras has allowed an increased level of enforcement over the same length of network;
- Reduction in man hours on the network as camera images are digitally transferred to the back office via Bluetooth, which has led to better use of staff time;
- Supports Roads policing activity.

### **Street Lighting**

Street lighting column replacement schemes including the installation of LED lanterns on the following roads:

- Harris Street, (Bowling and Barkerend)
- Leeds Road (Idle and Thackley)
- Legrams Lane (City)
- Manningham Lane (Manningham)
- Ashfield Avenue (Heaton)
- Wyke Lane (Wyke)
- Wibsey Park Avenue (Wibsey)
- Wharfedale Road (Tong)
- Merrydale Road (Tong)
- Otley Road, Baildon Bridge (Baildon)
- Otley Road Jnc Bradford Road (Shipley)
- Glenside Road (Windhill and Wrose)

## **APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2018/19**

- Grove Road, Ilkley (Ilkley)
- West Lane (Keighley Central/West)

### **Department for Transport Cycle City Ambition Grant (CityConnect 2)**

WYCA and Bradford Council secured £3.1m for the construction of the Bradford Canal Road Corridor Scheme, a segregated cycle super highway between Bradford and Shipley. Scheme is now completed as of May 2019, with some only works outstanding.

### **Challenge Fund Retaining Walls on A6034, A629 and A6033**

The Council continues to deliver structural maintenance projects on three principal roads, A6034, A629 and A6033. Bradford's three years allocation equated to £4,340,00 (2015/16 to 2017/18) of which 16.45% had to be matched funded. Due to the unprecedented challenges arising from the Boxing Day floods and competing resources, only £1,266,802 had been spent to the end of financial year 2016/17. Good progress has been made in 2018/2019 and the remaining programme of works and spend will be completed by June 2021.

### **Safer Roads Initiatives**

#### Practical Pedestrian Training

The practical pedestrian training programme has been delivered in 84 schools with 4600 pupils receiving training. The programme is a positive contribution to health and sustainable travel.

#### Primary School Plan

The Primary School Plan has been delivered in 120 schools reaching 29000 children.

#### Children's Centres and Madrassas

Information on Be Bright, Be Seen and summer safety messages has been circulated to all Madrassas and Children's Centres. Messages addressing speed and in car safety were also circulated to Mosques and Madrassas for Eid.

#### Secondary Schools

Theatre in Education has been delivered in 21 schools to 4600 Year 7/8pupils. 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 engaged with schools to address road safety casualties in the City, Bowling and Barkerend, Keighley Central, Bolton and Undercliffe, Wibsey, Wyke, Toller and Bradford Moor wards.

## **APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2018/19**

### Publicity

The Road Safety Team targets driver, passenger, and vulnerable road user safety through publicity activities. Press releases, social media, bus advertising, JC Decaux and VMS boards are used to raise awareness.

This work is supported by the West Yorkshire Safer Roads Delivery Group using radio campaigns. Data led schedules feature messages on road safety themes which include the fatal four offences; excessive speed, drug and drink driving, failure to wear seatbelts and the use of mobile phones and texting whilst driving. Messages also address the safety of vulnerable road users including children, pedestrians, cyclists and motorcyclists. All messaging is drawn up in line with DfT Think campaigns and the National Roads Partnership campaign calendar and aired in line with national and local campaigns and events. A campaign to address school gate parking issues is also part of the schedule targeting parents at drop off and pick up times.

### **Workplace Travel Plans**

Workplace travel planning remains a key priority in engaging employers and their staff on the benefits of sustainable travel options. The 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.

### **Electric Vehicle Charging Points**

20 (50Kw) rapid chargers currently being installed in the Bradford District funded by OLEVs Taxi Infrastructure scheme, each charge point will have 2 bays one for taxi the other public use, this will form part of an 88 charge point network across west Yorkshire. All charge points are due to be installed by March 2020.

Bradford Council has also installed additional public fast (7kW) chargers have been installed at Sedburgh Sports Centre and Valley View Court both of which are new builds and were the result of planning requirements.

Planning guidance through the West Yorkshire Low Emissions Strategy required new developments in the district to install EV charging infrastructure. This requirements for electric vehicle charging on new development schemes, has resulted in the provision of over 3,000 charging points to date.

## APPENDIX C: WEST YORKSHIRE TRANSPORT STRATEGY 2018/19 FINANCIAL BUDGETS

Profiled Capital Costs		
	2018/19	TOTAL 2018/19
<b>Highway Asset</b>		
Maintenance PRN/NPRN	4,952,707	
Bridges, structures and retaining walls	867,084	
Street lighting	143,340	
National Productivity Funding	2,253,158	
Pot Hole Funding	964,384	
TOTAL HIGHWAY MAINTENANCE BLOCK LESS NEW FUNDING POTS		9,180,673
<b>Safer Roads</b>		
Area Committee Integrated Transport Schemes	1,198,153	
<b>Network Management</b>		
<i>Traffic Signals - Asset Management Programme</i>		
Programme Schemes	362,000	
<b>One System Public Transport</b>		
Bus 18 Strategy	184,039	
<b>Places to Live and Work</b>		
Queensbury / Keighley / Saltaire	281,963	
<b>Motorcycling / Cycling &amp; Walking Interventions</b>		
District Interventions	116,322	
<b>Low Carbon Fuels &amp; Technologies</b>		
EV Charging point infrastructure	50,400	
TOTAL INTEGRATED TRANSPORT BLOCK		2,192,877

## APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS

<b>Bike It</b>	Cycling encouragement programme delivered by Sustrans in schools
<b>Common Database</b>	A 'live' database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
<b>Defra</b>	Department for Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport
<b>HS2</b>	High Speed 2 Rail Link between London and Manchester / Leeds
<b>HS3</b>	High Speed 3 Rail Link running east-west connecting Liverpool to Hull via Manchester and Leeds.
<b>Hub</b>	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
<b>ISA</b>	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
<b>KSI</b>	Killed and Seriously Injured Road Casualties
<b>LED</b>	Light Emitting Diode Lighting – energy efficient lighting equipment.
<b>LES</b>	Low Emission Strategy
<b>LSTF</b>	Local Sustainable Transport Fund
<b>LTP</b>	Local Transport Plan
<b>OLEV</b>	Office for Low Emission Vehicles
<b>PRN</b>	Principal Road Network – highways identified as serving the strategic needs of the nation.
<b>TLP</b>	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
<b>Urban Traffic Management Control / UTMC / UTC</b>	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.

**APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS**

**WYCA** West Yorkshire Combined Authority

**WY+TF** West Yorkshire Plus Transport Fund.

**WYTS** West Yorkshire Transport Strategy