

Transport Strategy Policy Proposals

The consultation draft of the Transport Strategy contained 57 policy proposals to test with public and stakeholders. The table below sets out proposed changes to refine the policy proposals.

The Transport Committee meeting of 23 February 2017 agreed that the Transport Strategy and its policy statements should be amended to be more ambitious in respect of air quality, cycling, road safety and personal safety on public transport - It is therefore proposed to move the cross-cutting 'Environment, Health, Well Being and Inclusion' theme from its position as the last section in the draft Consultation document, to now provide the first set of policy statements and to commence with a new set relating to inclusive growth.

| Theme | Policy | Consultation draft | Proposed amendment |
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| INCLUSIVE GROWTH, ENVIRONMENT, HEALTH AND WELL BEING, | (New) Enable the widest range of people and places to both contribute to and benefit from economic success. | No policy statement | New: We will engage with those not currently included in economic growth because of their transport needs, to create connections that ensure that good jobs are accessible to everyone with the potential to work, including the most disadvantaged groups |
| | <i>To expand / replace X5 'Improve access for people in disadvantaged and excluded communities'</i> | No policy statement | New We will improve connections between communities to help increase business start-ups and improve business survival in deprived neighbourhoods |
| | | No policy statement | New: Through procurement and local spend we will encourage those involved in transport operations and delivery to develop a workforce that is well managed, supported and reasonably compensated. |
| | 1 | We will develop our 'total transport' approach, connecting rural or more disadvantaged areas to a full range of opportunities. This will include a more co-ordinated, efficient and better targeted approach, combining the resources of agencies such as the health sector transport providers, community transport, education transport and 'door to door' services such as AccessBus. | Edit: We will develop an inclusive 'total transport' approach to connecting rural or disadvantaged communities to jobs and other opportunities, seeking to co-ordinate and better target the resources of other agencies and transport services. |
| | 2 | We will develop place based options to improve accessibility and inclusion for a range of stakeholders, locations and communities, focussing on the needs of young and older people, those with mobility difficulties, the unemployed, those on low incomes and those unable to drive. | Edit: We will work with operators and other partners to make out transport facilities more attractive places for the young, old and vulnerable, by improving safety and personal security and eliminating anti-social behaviour and crime on the transport network. |
| | 3 | We will use ticketing and payment technology to develop concessionary travel offers for targeted groups. | Same: We will use ticketing and payment technology to develop concessionary travel offers for targeted groups. |
| | 4 | We will seek to reduce community severance and isolation through encouraging healthy travel and improving road safety – We will pay particular | Moved to X4 Safer Roads |

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| | | attention to making places safe and accessible for older and frailer people to continue to walk and access services. | |
| X1 Reduce air pollution, carbon emissions and noise levels associated with road transport | 1 | We will seek to achieve air quality targets set out in the West Yorkshire Low Emission Strategy through appropriate use of technology and encouraging people to switch from their cars to low emission forms of transport for some journeys | Edit: We will work with partners to deliver the West Yorkshire Low Emission Strategy to reduce as far as possible the emissions from transport of CO2, NO2, particulates and noise |
| | 2 | We will support the introduction in Leeds of a Clean Air Zone (CAZ) setting emission standards for certain types of vehicles permitted to enter the Zone, and considered where necessary across West Yorkshire the wider and consistent roll-out of stronger emissions controls | Edit: We will support the implementation of Clean Air Zones (CAZ) where needed, setting strong emission standards for types of vehicles permitted to enter the Zone |
| | 3 | We will support progress in the electrification of cars, freight and public transport vehicles, by accelerating delivery of recharging infrastructure and providing for other alternatively-fuelled vehicles | Consolidated: We will provide a comprehensive electric vehicle charging network to support the shift to more environmentally friendly cars, and work with bus operators to move to a near-to-zero emissions bus fleet. |
| | 4 | We will work with bus operators to move to a near-to-zero emissions bus fleet with consistent year on year improvements in environmental performance | |
| X2 Protect and enhance Green Infrastructure and the Built Environment | 1 | We recognise that any new transport projects have the potential to create environmental issues, including negative and adverse impacts on our built and natural environments. We will protect our Green Infrastructure and townscapes, and where possible seek to enhance these environments, including the creation of a cross boundary network of green transport corridors to promote healthy living. We recognise that all large transport schemes will be subject to an Environmental Assessment and will seek to mitigate against any potential adverse impact | Edit: We will minimise the impact of transport schemes by requiring that all large transport improvement schemes are subject to an Environmental Assessment and action to mitigate adverse impacts, and that the construction of transport schemes makes efficient use of natural resources, minimises waste and re-uses and recycles materials |
| | 2 | We will require our transport projects use construction methods that make the most efficient use of natural resources minimises waste, and support re-use and recycling of materials | |
| X3 Encourage healthy travel with high quality cycling and walking facilities supported by training and promotional campaigns | 1 | We will provide dedicated networks for cycling and walking - delivering the right infrastructure on and off-road to provide safer and more effective journeys for cyclists and pedestrians, building on the step-change achieved by our investment in the CityConnect programme of Cycle Super Highway and canal towpath improvements. | Edit: We will provide infrastructure on and off-road of the highest possible quality to provide safer and better journeys for cyclists, building on the step-change achieved by our CityConnect programme including the Cycle Super Highway and canal towpath improvements. |
| | 2 | We will improve access to green space, both in rural and urban settings, with particular emphasis on improving access for people with limited mobility. | Edit We will improve access to green space in rural and urban areas, with particular emphasis on improving access for people with limited mobility. |
| | 3 | We will provide appropriate support for active lifestyles, including behaviour change interventions such as training and promotional campaigns to encourage healthy travel. | Edit: We will provide behaviour change programmes, including training and promotional campaigns, to encourage walking, |

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| | | | cycling and public transport for healthier travel and lifestyles |
| | <p>X4 Improve safety on our transport networks particularly for vulnerable road users</p> | <p>1 We will maintain our focus on reducing accidents through improved, evidence led highway design and road safety interventions – and aspire to a ‘zero tolerance’ of transport related deaths.</p> <p>2 We will continue to fund education, training and publicity programmes to improve road user behaviour – with greater links to our health partners and enforcement agencies in reducing casualty numbers.</p> <p>3 We will continue our support of Safety Cameras and use of Automatic Number Plate Recognition (ANPR) Cameras to tackle car accidents.</p> | <p>Consolidated: We will work through our Safer Roads Partnership to deliver evidence led highway design and road safety interventions to improve safety on the highway network, and to fund education, training and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to ‘zero tolerance’ of transport related deaths.</p> |
| | | | <p>Same: We will continue our support of Safety Cameras and use of Automatic Number Plate Recognition (ANPR) Cameras to tackle car accidents.</p> |
| | | | <p>Moved from X5 We will seek to reduce isolation through improving road safety and encouraging pedestrian friendly environments, paying particular attention to the safety and accessibility needs of older and frailler people</p> |
| ROAD NETWORK | <p>RN1 Increase capacity on the Strategic Road Network to improve journey times and reliability</p> | <p>1 We will work with Highways England to inform their Route Strategies process to influence the location and programming of motorway improvement schemes to reduce congestion and improve journey times and reliability.</p> <p>2 We will provide information on growth proposals and analysis of impacts to Highways England to prioritise locations for improvement where development is most dependant on the Strategic Road Network and where problems are most severe.</p> <p>3 We will input to the work of the National Infrastructure Commission and Transport for the North to secure funding for motorway improvements.</p> | <p>Consolidated: We will work with Highways England and Transport for the North to identify, prioritise and seek funding for improvements to reduce congestion and disruption on the Strategic Road Network to improve journey times and reliability.</p> |
| | <p>RN2 Manage a West Yorkshire Key Route Network to improve journey times and reliability</p> | <p>1 We will jointly manage a new 400 mile West Yorkshire Key Route Network of the most important, most congested 7% of all of West Yorkshire’s roads which carry 60% of the traffic, to improve journey times and reliability.</p> <p>2 We will use smarter technologies to actively manage the KRN to improve journey times and reliability and provide accurate information to users to influence behaviour and provide choice, particularly at times of disruption.</p> | <p>Consolidated: We will jointly manage a 400 mile West Yorkshire Key Route Network of the most important, most congested West Yorkshire roads through smart technology and quality information to improve journey times and reliability.</p> |
| | | <p>3 We will improve the function of the KRN where most needed, and where necessary deliver local pinch point schemes to relieve congestion and add new roads to facilitate development sites.</p> | <p>Edit: We will deliver local pinch point schemes to relieve traffic congestion and where needed add new roads to open up development sites.</p> |

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| | | 4 | We will influence driver behaviour through targeted campaigns to minimise yellow box junction blocking, inconsiderate parking and aggressive driving which can cause unnecessary delay, safety problems and inconvenience. | Edit: We will deliver targeted campaigns to improve driver behaviour to reduce safety problems and unnecessary delay and inconvenience on the road network. |
| | | 5 | We will develop proposals to share out the available space on some roads to prioritise certain vehicles in dedicated lanes e.g. freight, buses, taxis, cycles and motorcycles – to reflect the needs of different places and the role of the road. | Edit: We will balance the needs of cars with other motorised traffic (including buses, goods vehicles and motorcycles) and with cyclists and pedestrians, to reflect the function of the road and the needs of different places. |
| RN3 Provide different options for car users and improve environmental performance | | 1 | We will provide more car parking spaces at key transport hubs and new park and ride facilities on the edge of town and city locations. | Same: We will substantially increase the number of car parking spaces at key transport hubs and new park and ride facilities on the edge of town and city locations. |
| | | 2 | We will support the shift to more environmentally friendly vehicles, such as low emission or electric cars, seeking to provide a comprehensive electric charging point network across West Yorkshire. | Removed (- Included in cross-cutting theme Policy X1 - Reduce air pollution, carbon emissions and noise levels associated with road transport) |
| | | 3 | We will expand our new West Yorkshire and York Car Club to provide a realistic alternative to car ownership, and incorporate further zero-emission vehicles into the fleet. | Edit: We will expand our Car Club networks to provide more choice for car travel, and provide more, low emission vehicles in the car club fleet. |
| | RN4 Work with the Freight industry to improve freight movements and environmental performance | 1 | We will manage the Key Route Network to ensure that clearly defined freight access routes are available, aided by technology to improve highway efficiency and where possible capacity improvements for consistent and quicker journey times. | Consolidated: We will work with the Freight industry and businesses to improve journey times and reliability for deliveries, and to reduce the environmental impact of logistics through the promotion of electric and alternative fuelled vehicles in town and city centres, and support mode shift from road freight to rail and water. |
| | | 2 | We will work with the freight industry to support the provision of infrastructure such as consolidation centres, and lorry parking facilities which the industry identifies as vital to operations and the recruitment of staff. | We will work with the freight industry and Local Planning Authorities to support the provision of freight and logistics infrastructure such as consolidation centres, lorry parking, rail infrastructure, and waterway facilities. |
| | | 3 | We will work with the freight industry to achieve improved vehicle environmental standards, the transition to electric vehicles in town and city centres and other sensitive locations, and of other alternative fuels, such as gas and biodiesel, for larger HGVs. | |
| | | 4 | We will work with Transport for the North and other partners to explore ways we can contribute to the shift from road freight to rail and water – particularly looking to exploit the potential of Stourton and Wakefield Europort to transport goods by inland waterway using a network of the Aire and Calder, looking to safeguard and enhance local wharves, as part of a wider strategy including road and rail transportation. | |

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| | <p>RN5 Work with the Taxi trade to improve taxi facilities and environmental performance</p> | <p>1 We will provide enhanced taxi ranks at appropriate key transport hubs.</p> <p>2 We will work with the taxi trades to strengthen safeguarding protection for vulnerable users.</p> <p>3 We will work with the taxi trades to achieve a greater take up of low emission electric taxis, working with the government's Ultra Low Emission Vehicle programme and accelerating the provision of recharging facilities at transport hubs, car parks and on the highway network.</p> | <p>Consolidated: We will provide better taxi access, parking and drop-off/pick up at transport hubs, and work with Taxi Licensing Authorities and the taxi trades to promote the take up of low emission electric taxis by accelerating the provision of recharging facilities for taxis.</p> <p>We will work with Taxi Licensing Authorities and the taxi trades to develop consistent standards for policy, regulation and operation including strengthened standards for the protection for vulnerable users.</p> |
| | <p>RN6 Provide safer, more convenient networks for walking and cycling</p> | <p>1 We will provide local walking and cycling networks that are safer, more attractive and convenient, with more clearly defined opportunities to access local facilities and to access to the wider public transport network through local transport hubs, ensuring that joined up 'door to door' journeys are possible without the need for a car.</p> <p>2 We will design changes to the layout of our streets to reduce cyclist and pedestrian conflict with vehicles, and between cyclists and pedestrians.</p> <p>3 We will provide secure cycle parking within the public realm and at transport hubs to help make journeys easier and reducing the need to carry bikes on buses or trains.</p> | <p>Consolidated: We will provide strategic and local networks of high quality walking and cycling routes that are safe and convenient to use and provide access to town centres, local services and the wider public transport network, with enhanced cycle parking provision for joined up 'door to door' journeys.</p> |
| | <p>RN7 Improve safety and parking for motorcycles and other powered two wheelers</p> | <p>1 We will review our programmes and projects in the design stage to identify and eliminate issues that could affect motorcycle safety.</p> <p>2 We will adopt a standardised approach for motorcycle parking in District Council car parks and on-street across West Yorkshire.</p> <p>3 We will allow motorcycles to use bus lanes – within a phased programme in order to assess any potential operational and safety issues.</p> | <p>Consolidated: We will improve road conditions and facilities for motorcyclists, designing our infrastructure to remove issues that could affect motorcycle safety, introducing where possible a phased programme of allowing motorcycles to use bus lanes, providing more, secure motorcycle parking provision and adopting a standardised approach to local authority controlled motorcycle parking.</p> |
| PLACES TO LIVE AND WORK | <p>PL1 Create more accessible, people friendly city and town centres</p> | <p>1 We will improve our gateway rail and bus stations and their surrounding area to make access easier and create more attractive public places and ensure that travel to and from our towns and cities offers the best possible experience for businesses, local people and visitors alike.</p> <p>2 We will improve orbital roads and where required add new capacity to enable existing through traffic to move more efficiently around town and city centres – enabling existing routes to become more people-focussed and using the freed up space to enhance the public realm for walking and to provide routes and parking facilities for cycles</p> | <p>Edit: We will improve our gateway rail and bus stations to improve access and create attractive public places to ensure that travel to and from our towns and cities offers the best possible experience for local people, businesses and visitors.</p> <p>Consolidated: We will free up space in our town and city centres to develop a more people-friendly environment for walking and cycling and to attract new commercial occupiers.</p> |

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| | | 3 | We will develop the commercial areas of our cities and towns to make them more people-friendly – setting targets to increase the mode share of sustainable transport to enable cleaner air and easier movement on foot or by bike. | |
| | PL2 Create more accessible people friendly local centres and neighbourhoods | 1 | We will regenerate neighbourhoods through streetscape improvements, drawing upon evolving best practice in street design and make residential areas safer, healthier and greener. | Consolidated: We will improve our residential areas with transport and streetscape improvements, using best practice in street design and working with local communities to make residential areas safer, healthier and greener, with attractive environments for play, walking and cycling. |
| | | 2 | We will work with local communities to create great streets that enhance the transport at a local level by providing safe and attractive environments for walking and cycling. | |
| | | 3 | We will look, wherever possible, to mitigate the effects that major transport corridors can have on local communities, in order to reduce severance and the noise and air quality impacts that can affect people's quality of life. | Edit: We will wherever possible seek to mitigate the impacts that major transport corridors have on communities, to reduce the severance, noise and poor air quality that can affect people's quality of life. |
| | PL3 Create more accessible, people friendly new developments | 1 | We will ensure that new places benefit from high quality and sustainable design principles that make them great places in which to live and work, where walking and cycling could be the most convenient and attractive way to get around the neighbourhood, as well as ensuring that sustainable access is built into their planning and development. | Edit: We will work with planning authorities and developers to ensure new developments are accessible and positively, promote walking, cycling and public transport use. |
| ONE SYSTEM PUBLIC TRANSPORT | (New) Integrate and enhance the public transport network | | | New: We will improve the public transport offer by investing in bus corridors and accelerating the delivery of new and expanded Park and Ride facilities and we will deliver a mass transit strategy for the city region, which caters for the future growth planned in our city centres. We will better integrate all tiers and modes of transport, including physical interchange, timetabling, ticketing and payment. We will ensure the local public transport system across the City Region is 'High Speed' and 'Northern Powerhouse Rail' ready, through aligning our public transport investment with improvements to the motorways and our local roads, for a truly integrated transport system. |
| | OS1 Enhance the Rail Network as the core of an integrated, 'public transport system' | 1 | We will implement the recommendations of the Yorkshire Rail Network Study - working with Transport for the North, Rail North and the rail industry to replicate across the city region the quality of rail travel currently enjoyed by customers using services between Leeds, Bradford Forster Square, Skipton and Ilkley. | Edit: We will implement the recommendations of the Yorkshire Rail Network Study (YRNS)- working with Transport for the North, Rail North and the rail industry to replicate across the city region the best quality of rail travel (capacity, frequency, journey times, quality). We will focus in particular on corridors that do not currently meet the standards in the YRNS (or do not have schemes that are committed or in development) such as the |

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| | | 2 | We will press the case for the rail industry to commit itself to a rolling programme of electrification and upgrades of the rail system serving the region, building on the Trans-Pennine scheme, with the Calder Valley and Harrogate lines being prioritised. | Calder Valley, Hallam, Pontefract and Penistone Lines. We will focus on providing capacity across all corridors to meet rising rail demand. We will press the case for the rail industry to commit itself to a rolling programme of electrification and upgrades of the rail system serving the region, building on the Trans-Pennine scheme, with the Calder Valley and Harrogate lines being prioritised. |
| | | 3 | We will work with Government, HS2, the rail industry, Transport for the North, Leeds City Council and other district partners to develop and implement in a phased manner a masterplan for the Yorkshire Hub. | Edit: We will work with HS2, DfT and TfN and the rail industry to develop plans that make best use of HS2 and Northern Powerhouse Rail for this region, including the use released capacity. With those partners, will work to develop and deliver Northern Powerhouse Rail with stops in Bradford, Leeds and York and to make ensure HS2 and NPR are properly integrated. We will work with Government, HS2, TfN, the rail industry and partners to develop and implement a phased plan for Leeds station and we will look to increase the efficiency and long term capacity of Leeds station by running more local, cross-city rail services through the station rather than terminating. |
| | | 4 | We will work with Transport for the North, Rail North and the rail industry, to develop proposals to run more local, cross-city rail services that pass through Leeds station, rather than terminating, to increase the efficiency of the station and create the ability to deal with growth in the long term. | Edit: We will work with Transport for the North, Rail North and the rail industry, to develop proposals to run more attractive services that provide better connectivity in and throughout the city region to make the best use of our existing infrastructure. |
| | | 5 | We will work with Transport for the North, the rail industry and district partners to develop and deliver an intermediate Northern Powerhouse Rail hub between Leeds and Manchester in West Yorkshire, and re-orientate rail and wider transport connectivity to spread the benefits of this transformational change around the city region. | Consolidated: We will bring forward solutions to improve connectivity for strategic growth areas such as Leeds Bradford Airport, the East Leeds Extension Housing developments, Millshaw /Whiterose, Elland and around the Five Towns area of Wakefield and others. New: We will work with East Coast Main Line Authorities, the rail industry, Transport for the North and Government to make the case for investment in capacity and resilience of the East Coast Main Line |
| | | 6 | We will develop opportunities to transfer some rail services from heavy rail to Tram-Train, providing the capacity for growth within and around Leeds Station. | |
| | | 7 | We will bring forward solutions to improve connectivity for strategic growth areas at Leeds Bradford Airport, the East Leeds Extension Housing developments, around the Five Towns area of Wakefield and others. | |
| | | 8 | We will develop and implement new stations such as at Thorpe Park and Elland. | |

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| | <p>OS2 Deliver a bus system that reflects travel patterns and puts the customer first</p> | <p>1 We will work with the bus operators to implement our West Yorkshire Bus Strategy to achieve our ambitions for a bus network that puts the needs of the customer first:</p> <ul style="list-style-type: none"> • We will provide modern, coherent and integrated bus services • We will provide integrated, simple and affordable bus fares for all • We will provide easily accessible and reliable travel information • We will present the bus system as a single network • We will provide a modern bus system which contributes to improved air quality | <p>Same</p> <p>We will work with the bus operators to implement our West Yorkshire Bus Strategy to achieve our ambitions for a bus network that puts the needs of the customer first:</p> <ul style="list-style-type: none"> • We will provide modern, coherent and integrated bus services • We will provide integrated, simple and affordable bus fares for all • We will provide easily accessible and reliable travel information • We will present the bus system as a single network • We will provide a modern bus system which contributes to improved air quality |
| | <p>OS1 Deliver high quality Transport Hubs for improved interchange between all modes</p> | <p>1 We will deliver improved transport hubs on three levels: National and International Gateways, Regional and District Hubs and Local Networks.</p> <p>2 We will provide infrastructure and services, such as Park and Ride and shared payment systems to link these tiers, alongside live travel information before and during the journey to keep travellers informed and show alternative options should disruption occur.</p> <p>3 We will work with Leeds Bradford Airport as it grows, to create a better connected airport with the public transport hub and links that the airport needs to be fully integrated into the transport network, and to unlock the economic potential and inward investment opportunities it presents.</p> | <p>Edit</p> <p>We will deliver improved transport hubs at our national and international gateways and regional and district centres to better link into our local networks and to provide more integrated payment options and travel information.</p> <p>Edit</p> <p>We will work with Leeds Bradford Airport as it grows, to create a better connected airport with improved public transport to help unlock the economic potential and inward investment opportunities it presents.</p> |
| SMART FUTURES | <p>SF1 Improve and coordinate traffic management systems to improve journey times and reliability</p> | <p>1 We want to improve the way our transport networks are managed by better use of ticketing and payment transaction data, as well as real-time traffic, rail and car park occupancy information to provide a more comprehensive view of how the transport system is performing.</p> <p>2 We will make greater use of Intelligent Traffic Management systems to reduce traffic delays and allow a quicker recovery from disruptions, such as failed traffic lights.</p> <p>3 We will, over time, develop an integrated - virtual or physical - network management and driver communications centre, working closely with Highways England.</p> <p>4 We will seek to utilise anonymised travel data from a variety of sources (e.g. smart ticketing, mobile phones) in our transport modelling. Higher quality, more timely, data will be beneficial in transport modelling and appraisal to inform future investment decisions.</p> | <p>Edit:</p> <p>We will improve our management of the transport networks by using ticketing, payment and real-time traffic data and rail and car park occupancy information to provide a comprehensive view of how the transport system is performing.</p> <p>Consolidated:</p> <p>We will use Intelligent Traffic Management systems to reduce traffic delay and disruptions such as failed traffic lights, and introduce an integrated network management and driver communications centre, working closely with Highways England for comprehensive coverage of the road network</p> <p>Edit:</p> <p>We will improve our understanding and decision making on transport investment through enhanced use of new, better quality sources of travel data in our transport modelling and appraisal, Such as (anonymised) smart ticketing and mobile phone data.</p> |

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| | SF2 Deliver 'Mobility as a Service' for an enhanced customer experience | 1 | We will, in conjunction with Transport for the North, develop the infrastructure and back office systems to support a range of customer media which will be used to offer customers options to pay before travel (the current model), but also to be invoiced after their travel through a mobility account approach, with registered users able to travel by different modes and invoiced for travel each month. | Edit: We will work with Transport for the North and other partners to develop the infrastructure and back office systems to offer options for customers to pay before travel (the current model) and also to be invoiced after travel through a mobility account (with registered customers able to travel by different modes and be invoiced for travel each month). |
| | SF3 Improve passenger information for greater availability and ease of use | 1 | We will work with partners to explore how we will be able to exploit technology further to develop new easy to access customer information, allowing greater choice between travel modes, and the re-planning of journeys if disruption occurs. | Edit: We will work with partners to develop new easy to access customer information, allowing greater choice between travel modes, and the re-planning of journeys if disruption occurs. |
| | | 2 | We will maintain an inclusive approach to information provision by ensuring all travel information is available in a number of non-digital and accessible formats. | Same: We will ensure all travel information is available in a number of non-digital and accessible formats. |
| | SF4 Support Open Data initiatives to improve network performance and customer experience | 1 | We will continue to support open data initiatives, allowing others to make use of transport data and develop new insights into how our transport networks perform. | Same: We will collaborate on open data initiatives to continuously improve our transport networks performance and the customer experience. |
| ASSET MANAGEMENT AND RESILIENCE | AM1 Deliver efficiencies and maximise funding and environmental performance in asset management | 1 | We will incorporate better longer-term asset management planning including green infrastructure with common standards across district boundaries to make better use of limited budgets, alongside more joint working and sharing of best practice. | Edit We will adopt better longer-term asset management planning, including green infrastructure with common standards across district boundaries. This will make better use of limited budgets, enable joint working and sharing of best practice. |
| | | 2 | We will help contribute to a low carbon economy by minimising environmental impact especially in the process of renewing and maintaining assets that can be energy intensive by re-using materials and recycling where possible. | Edit: We will reduce carbon emissions from the renewal and maintenance of our transport assets by increasing the re-use and recycling of materials. |
| | | 3 | We will adopt new, sustainable approaches for shared procurement specifications for asset renewal - improving efficiency and reducing cost, but still maintaining quality. We will establish more effective partnerships with planners, architects and utility providers to ensure we achieve the efficient management of assets through the planning and design process. | Edit: We will adopt shared procurement for our asset renewal and maintenance programme to improve efficiency and reduce costs whilst maintaining quality. We will work with planners, architects and utility providers to ensure we achieve efficient management of assets through the planning and design process. |
| | AM2 Improve the resilience of our road network to function reliably | 1 | We will maintain the road network proactively to reduce the problems normally associated with disruption through active maintenance e.g. clearing drains regularly and carrying out tree or retaining wall inspections. | Edit: We will take a proactive approach to tackling problems associated with disruption to the road network through e.g. active maintenance in clearing drains regularly and carrying out tree or retaining wall inspections. |
| | | 2 | We will invest in the timely renewal of assets such as traffic signs and lights to minimise the possibility of failures, and with new equipment that is more reliable and cheaper to operate. | Same: We will invest in the timely renewal of assets such as traffic signs and lights to minimise the possibility of failures, with new equipment that is more reliable and cheaper to operate. |

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| | | 3 | We will carry out regular inspections of roads and roadworks, and provide customer information through signage and social media to safeguard the asset and minimise delays and disruption. | Same: We will carry out regular inspections of roads and roadworks to safeguard the asset, and provide customer information through signage and social media to minimise delays and disruption. |
| | AM3 Invest to save to improve performance and value for money in our transport networks | 1 | We will 'invest to save' – replacing old assets or equipment with new can save money through greater efficiency e.g. low energy lighting | Consolidated: We will 'invest to save' and seek new and alternative funding sources to support asset maintenance and renewal. |
| | | 2 | We will explore options for new and alternative funding sources to support asset maintenance, such as challenge funding and private sector development investments that can be reinvested back into the network | |
| | F1 New Capital Funding | 1 | We will aim to take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements | Same: We will aim to take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements |
| | | 2 | We will develop new funding arrangements to bridge the gap between what we deliver through the West Yorkshire Transport Fund and the transformational step-change required in transport | Consolidated: We will develop new funding arrangements to deliver the transformational step-change required in transport, and align and link up our investments with funding provided by other agencies such as HS2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further. |
| | | 3 | We will align and link up our investments with funding provided by other agencies such as High Speed 2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further | |
| | F2 New Revenue Funding | 1 | We will explore the options for raising new funding locally, including through fiscal demand management measures such as road-user charging and workplace parking levies, to reinvest into sustainable transport options - but only when our local economic conditions are right | Same: We will explore options for raising new funding locally, including through fiscal demand management measures such as road-user charging and workplace parking levies, to reinvest into sustainable transport options - but only when our local economic conditions are right |
| | F3 Development Funding | 1 | We will lever in more private sector investment from private sector development and business leaders. Working within the National Planning Policy Framework with the Local Planning Authorities (LPA), we will align our investment plans with the private sector, to actively manage patterns and densities of growth that support public transport, walking and cycling, and to focus significant development in locations which are sustainable or can be made sustainable | Same We will lever in more investment from private sector development and business leaders, and working within the National Planning Policy Framework with Local Planning Authorities (LPA) we will align our investment plans with the private sector, to actively manage patterns and densities of growth that support public transport, walking and cycling, and to focus significant development in locations which are sustainable or can be made sustainable. |
| | | 2 | We will also work across administrative boundaries through the Localism Act 2011 to ensure that effectiveness of Local Plans are maximised | Remove - duplication with above |

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| | | 3 | We will continue to seek-site specific mitigation of the impact of development through planning obligations under Section 106 of the Town and Country Planning Act 1990 and through the Community Infrastructure Levy where the LPA has a scheme in place for strategic infrastructure | Same We will continue to seek-site specific mitigation of the impact of development through planning obligations under Section 106 of the Town and Country Planning Act 1990 and through the Community Infrastructure Levy where the LPA has a scheme in place for strategic infrastructure |
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