

**TABLE 2 : CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL - REVISED LTP CAPITAL PROGRAMME 2001/02-2005/06**

Strategy	Objectives										Scheme Details	Programme						
	Primary					Subsidiary						£000's						
	Sustainable Economy	Operational Efficiency	Maintain Infrastructure	Safety, Security & Health	Social Inclusion	Improve Environment	Reduce Greenhouse Gases	Traffic Growth/Levels	Alternatives to Car	Freight to Rail/Water	Integration Mode/Policy	Gross Total	Net Total	01/02	02/03	03/04	04/05	05/06
<b>Public Transport</b>	✓	✓		✓	✓	✓		✓	✓	✓	<p><b>Integrated Bus Promotion Schemes:</b></p> <p><b>Keighley Area Bus Priority Measures</b> - will reduce delays to buses entering and leaving Keighley Town Centre and will complement Keighley Bus Station Redevelopment</p> <p><b>A641 Huddersfield Road</b> - introduction of bus priority measures will complement Manchester Road Quality Bus</p> <p><b>Bradford-Halifax Corridor</b> - introduction of bus priority measures, bus stop improvements and pedestrian and cycling measures on A6036 Halifax Road, A647 Great Horton Road and Little Horton Lane</p> <p><b>Shipley Gateway Corridor Schemes</b> - involving a range of measures on the A6038 Otley Road and the A657 Leeds Road aimed at reducing delays for buses, improving accessibility of bus stops and providing improved facilities for pedestrians and cyclists</p> <p><b>A647/B6381 Bradford to Leeds Corridor</b> - improved transport links between Bradford and Leeds including integrated measures to improve the environment, public transport and pedestrian safety and the introduction of cycling facilities. Proposals will be developed in conjunction with SRB partnership.</p> <p><b>B6144 Toller Lane Corridor</b> - introduction of bus priority measures, bus stop improvements and pedestrian and cycling measures</p>	<b>1,250</b>	<b>1,250</b>	50	300	300	300	300
											<b>450</b>	<b>450</b>		350	100			
											<b>750</b>	<b>750</b>					300	450
											<b>1,875</b>	<b>1,875</b>		275	500	650	450	
											<b>925</b>	<b>925</b>	25	450	450			
											<b>450</b>	<b>450</b>	350	100				



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												<b>Walking Schemes Total</b>						
												<b>1,875</b>	<b>1,875</b>	<b>275</b>	<b>325</b>	<b>375</b>	<b>425</b>	<b>475</b>
<b>Motorcycling</b>				✓	✓				✓			<b>125</b>	<b>125</b>	<b>15</b>	<b>20</b>	<b>25</b>	<b>30</b>	<b>35</b>
<b>Highway and Traffic Management</b>				✓		✓						<b>1,900</b>	<b>1,900</b>	200	350	450	450	450
				✓		✓						<b>1,000</b>	<b>1,000</b>	100	150	200	250	300
		✓										<b>250</b>	<b>250</b>	50	50	50	50	50
	✓	✓		✓	✓	✓	✓	✓	✓		✓	<b>2,500</b>	<b>2,500</b>	400	400	450	600	650
												<b>1,350</b>	<b>700</b>				350	350
												<b>650</b>	<b>650</b>	250	200	200		



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													<b>6,800</b>	<b>3,135</b>	2,859	276			
													<b>19,594</b>	<b>14,012</b>	1,991	2,921	3,405	5,532	163
<b>Highway Safety</b>				✓		✓							<b>5,000</b>	<b>5,000</b>	1,000	1,000	1,000	1,000	1,000
				✓		✓							<b>795</b>	<b>795</b>	95	100	150	200	250
													<b>5,795</b>	<b>5,795</b>	<b>1,095</b>	<b>1,100</b>	<b>1,150</b>	<b>1,200</b>	<b>1,250</b>
<b>Demand Management</b>				✓	✓	✓			✓		✓		<b>1,500</b>	<b>1,500</b>	150	250	350	350	400
	✓	✓				✓							<b>475</b>	<b>475</b>	150	100	100	75	50

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	Sustainable Economy	Operational Efficiency	Maintain Infrastructure	Safety, Security & Health	Social Inclusion	Improve Environment	Reduce Greenhouse Gases	Traffic Growth/Levels	Alternatives to Car	Freight to Rail/Water	Integration Mode/Policy	Gross Total	Net Total	01/02	02/03	03/04	04/05	05/06	
												<b>Demand Management Total</b>	<b>1,975</b>	<b>1,975</b>	<b>300</b>	<b>350</b>	<b>450</b>	<b>425</b>	<b>450</b>
<b>Social Inclusion</b>				✓	✓							<b>Access to public Transport Facilities - North East Bradford Quality Bus Initiative</b> - completion of scheme which provides high level of access through bus stop works in conjunction with low floor vehicles	<b>1,200</b>	<b>300</b>	300				
				✓	✓							<b>Accessible Pedestrian Routes</b> - a programme of local measures to improve access for pedestrians and particularly for people with a mobility impairment - including dropped kerbs, tactile surfaces, removal of obstructions	<b>1,300</b>	<b>1,300</b>	150	200	300	300	350
												<b>Social Inclusion Total</b>	<b>2,500</b>	<b>1,600</b>	<b>450</b>	<b>200</b>	<b>300</b>	<b>300</b>	<b>350</b>
<b>Highway Maintenance</b>	✓	✓	✓	✓		✓						<b>Carriageways</b> (programme details are given below)	<b>18,890</b>	<b>18,890</b>	3,630	3,702	3,777	3,852	3,929
	✓	✓	✓	✓		✓						<b>Highway Structures</b> (programme details are given below)	<b>17,788</b>	<b>17,788</b>	3,345	3,377	3,494	3,625	3,947
	✓	✓	✓	✓		✓						<b>Street Lighting</b>	<b>5,400</b>	<b>5,400</b>	1,080	1,080	1,080	1,080	1,080
<b>Programme Summary</b>												<b>Minor Transport Schemes</b>	<b>26,190</b>	<b>24,640</b>	3,855	4,670	4,970	5,385	5,760
												<b>Local Safety Schemes</b>	<b>5,000</b>	<b>5,000</b>	1,000	1,000	1,000	1,000	1,000
												<b>Street Lighting</b>	<b>5,400</b>	<b>5,400</b>	1,080	1,080	1,080	1,080	1,080
												<b>Highway Maintenance</b>	<b>36,678</b>	<b>36,678</b>	6,975	7,079	7,271	7,477	7,876
												<b>Major Schemes</b>	<b>43,894</b>	<b>19,647</b>	5,650	3,997	4,205	5,632	163
												<b>Total</b>	<b>117,162</b>	<b>91,365</b>	18,560	17,826	18,526	20,574	15,879
												<b>Non Core Trunk Road Schemes</b> (see Table 8 for details)	<b>1,750</b>	<b>1,650</b>	150	350	350	400	400