



QUALITY OF LIFE

The core strategy is rooted in the analysis of transport issues, Community Strategies, and the public and other consultation, which identified a strong desire of transport to enhance the quality of life through, for example, reduced congestion, safer roads and better public transport.

The extensive consultation during the preparation of this Plan, together with the ongoing consultation and liaison arrangements, allow disaggregation of quality of life issues and the understanding of how transport affects different communities and different sections of the population. One example of this is the consultation with children about their experiences of transport and their priorities for future improvements.

The core strategy, and the elements relating to the shared priorities, have been discussed extensively with the LSPs. This strong engagement with LSPs will continue throughout the period of LTP2 and will ensure strong linkages between the LTP, Community Strategies and quality of life concerns.

TABLE 2.12 SUMMARY OF THE MOST SIGNIFICANT STRATEGY CONTRIBUTIONS TO QUALITY OF LIFE

QUALITY OF LIFE	MOST SIGNIFICANT STRATEGY CONTRIBUTION
Sustainable and Prosperous Communities	<p>The core strategy is designed to improve economic performance and to support regeneration activities. The key role of transport within the RES and the integration of transport with regeneration plans, including MasterPlanning exercises, will also help to address gaps in the prosperity of different communities within West Yorkshire.</p> <p>Transport, particularly road safety initiatives, are an important part of Neighbourhood Renewal activities.</p> <p>Promotion of sustainable transport modes will lead to an increase in local journeys and thereby support local facilities.</p>
Quality of Public Space	<p>The quality of public space (including streetscape) is, and will continue to be, an important design consideration in all transport projects.</p> <p>The approach to effective asset management, which includes effective maintenance as well as asset replacement, will improve the appearance of transport infrastructure (roads, structure, bus shelters, street lights, bus stations) and thereby contribute to improvements to the quality of public space.</p> <p>The strategy aims to manage traffic, and the impact of traffic, and the approach to the allocation of roadspace, for example pedestrianisation, will also contribute to improvements to the quality of public space.</p>
Landscape and Biodiversity	<p>Routine maintenance regimes within the Asset Management strategy reflect the desire for bio-diversity. Grass cutting frequencies complement the nature and amenity value of highway verges. Weed spraying specifications do not allow the use of residual herbicides and sustainable drainage is used where feasible.</p> <p>Winter maintenance also seeks to minimise adverse environmental impacts. Some of the district authorities have introduced salt domes which both prevent water course pollution and enables more effective spreading of salt by reducing the effects of crusting and deterioration.</p> <p>Biodiversity is also an important consideration in scheme appraisal and design. One example is the protection of a rare butterfly habitat at Shipley station despite considerable pressure for additional car parking.</p>
Community Safety, Personal Safety and Crime	<p>The strategy includes improvements to quality of street lighting, which has benefits for safety as well as crime reduction. Measures to address personal safety concerns, and reduce the incidence of crime and anti-social behaviour are central to the public transport aspects of the strategy. CCTV plays an important role in this</p> <p>The approach to effective asset management will also contribute to community and personal safety and reduced crime by, for example, addressing graffiti and vandalism.</p> <p>The involvement of the transport authorities within Crime and Disorder Partnerships will be central to ongoing activity and strategy implementation.</p>



<p>Healthy Communities</p>	<p>The Safer Roads strategy will continue the good progress being made in casualty reduction, with particular attention being paid to deprived communities experiencing above average casualty rates</p> <p>Access to health facilities is a key consideration of the Accessibility Strategy.</p> <p>The promotion of walking and cycling as modes of transport will have health benefits through promoting exercise and helping to address above average rates of obesity and heart disease.</p> <p>The identification of locations with poor air quality and the adoption of AQAPs will have benefits for public health, particularly in reducing respiratory related health problems.</p>
<p>Noise</p>	<p>The approach to highway maintenance, set out in the Effective Asset Management strategy, takes full account of the noise impacts, as well as the need to minimise disruption of traffic, including bus services.</p> <p>Highway maintenance will continue to increase the application of low noise road surfacing, which results in a significant reduction in traffic noise problems.</p> <p>The Congestion Strategy and management of freight traffic will mitigate noise impacts.</p>
<p>Climate Change and Greenhouse Gases</p>	<p>The Congestion Strategy is aimed at restraining the growth in road traffic.</p> <p>Smarter Choices initiatives include activities to reduce greenhouse gas emissions from road transport</p> <p>Adoption of energy efficiency practices in street and bus shelter lighting will also reduce greenhouse gas emissions.</p>
<p>Skills and Educational Achievement</p>	<p>Improvement to skills and educational achievement is central to the RES and the West Yorkshire Sub Regional Investment Plan.</p> <p>The strategy recognises the importance of access to education and learning opportunities, and will address this through the detailed Action Planning process forming part of the Accessibility Strategy.</p> <p>The strategy also aims to continue home-to-school transport initiatives that have benefits for improved attendance rates.</p>
<p>Community Cohesion</p>	<p>Community cohesion is a key priority for many of the LSPs in West Yorkshire. The strategy will support Community Cohesion in a variety of ways, including support for regeneration activities, providing access to employment and education and training opportunities and addressing issues of crime and personal and community safety. In addition, transport is key to accessibility and mobility and to projects, such as one in Bradford, aimed at encouraging children to learn more about the history of their area. Transport is also key to enabling people to enjoy the diversity and heritage of West Yorkshire, including the World Heritage Site as Saltaire, and environs, including two National Parks.</p>