

MyJourney

WestYorkshire



Local Transport Plan Strategy for 2011-26

Document for Consultation
October-December 2010
Summary Version

What is a Local Transport Plan?

A Local Transport Plan sets out a Strategy for improving the transport system. It covers the local road, rail, walking and cycling network but not aviation, international shipping or motorways, although links to these are taken into account. The Plan is designed to support the wider needs and ambitions of the area.

Metro is responsible for West Yorkshire's Local Transport Plan. A new 15 year Plan is currently being developed ('MyJourney' West Yorkshire), which will be put into action from 1 April 2011. We need your views on the proposed Strategy for 2011-26 and input into how it will be delivered.

Where are we now with West Yorkshire's transport system?

West Yorkshire has a diverse range of communities, neighbourhoods, towns and cities, where people have a range of travel and transport needs. Over the past five years, Metro and the five District Councils have invested in measures to influence the use of the transport network, and improve bus and rail performance. The current situation is that:



Road users: Despite reductions in average journey times, much of the road network is congested in peak periods, with most cars carrying only one person. Congestion limits economic performance and in West Yorkshire unemployment is higher than the national average and pay is lower.



Bus: There have been lots of improvement in the quality of the bus network but passenger numbers have declined. Fares set by bus operators have risen at a greater rate than the cost of using a car. Concessionary fares are available for elderly, disabled and young people. Services such as AccessBus are highly valued by users.



Rail: Passenger numbers have gone up dramatically, but there is now severe overcrowding on many commuter services at peak times, meaning that many people have to stand. Some journeys, including links to Manchester and Sheffield, are slow compared to similar routes elsewhere.



Walking: Although most journeys have an element of walking, few trips are made solely on foot. Lack of physical activity is contributing to rising levels of obesity. Improvements to physical accessibility have been made but there is still more to do.



Cycling: Cycle lanes and cycle parking have been introduced but cycling still makes up a very small proportion of trips. Motorcycles also only make up a small proportion of trips. Many people perceive walking and cycling to be unsafe in some areas.



Carbon emissions and pollution: 21% of carbon emissions in West Yorkshire are from road transport. Cars, vans and lorries make up 97% of these emissions, compared to buses, at only 3%. Air quality has improved but still reduces average life expectancy by six months.



Safety: Despite successful measures to reduce the number of people killed and seriously injured on West Yorkshire's roads, figures are still too high.

(A comprehensive Evidence Base is provided in the detailed version of this document)

Where do we want to be with West Yorkshire's transport system?

Transport affects everyone on a daily basis, even those that don't use the transport network. It connects people to goods, services, education, skills, employment and leisure. However, it can also have a harmful effect on the environment, the economy and people's lives.

The focus of this Local Transport Plan is on West Yorkshire but it also takes into account the wider Leeds City Region, which is an economic area made up of West Yorkshire and parts of North and South Yorkshire, which captures people's travel to work and leisure patterns. This Plan also needs to help deliver the ambitions of West Yorkshire's districts to be prosperous, attractive and safe places to live that celebrate their heritage and diversity.

This Plan for West Yorkshire is called 'MyJourney' because it is focused on understanding the needs of people and organisations. Its success depends on everyone working together to deliver a transport system that meets these needs.

MyJourney West Yorkshire Vision 2026 - Connecting people and places

Working together to ensure that West Yorkshire's transport system gives people access to what they want and need easily, efficiently and in a way that supports the environment, the economy and quality of life.

This Vision is supported by three key **Objectives** that reflect transport's contribution to tackling wider issues based on national, regional and local policy. They are:



To make substantial progress towards a low carbon transport system for West Yorkshire



To improve connectivity to support economic activity and growth across West Yorkshire and the Leeds City Region



To enhance the quality of life of people in West Yorkshire's diverse communities and visitors and commuters to the region (including health, safety, equality and the natural environment)

How are we going to get there?

The suggested Strategy for achieving the Vision and Objectives for West Yorkshire's transport system over the next 15 years follows the 'MyJourney' idea of putting the needs of people who use and are affected by the transport system at its heart. It is grouped into four approaches as follows:

Transport Assets

Transport assets are the infrastructure that make journeys possible. They include roads, bridges, traffic lights, footpaths, streetlights, railway tracks, stations, bus stations, stops and shelters.

The proposed approach is to get the most out of transport assets by ensuring that they are properly maintained, provide value for money, and contribute to meeting the Plan's Objectives. This will be achieved by developing a 'hierarchy' of routes and users to help prioritise spending on maintenance and management of transport assets. For example, key walking routes or main routes into the main urban areas with high volumes of buses, will be given priority over others.

It is also proposed to make assets more resilient to adverse weather (such as flooding) caused by climate change. A particular focus will be on management of the transport system to reduce congestion and delays caused by roadworks and other disruptions to the network.



Travel Choices

It is proposed to provide customers with improved information and tools to help them choose more sustainable forms of transport including walking, cycling, public transport and car sharing.

More tailored education and training will be provided to help people make sustainable choices (for example by working with schools and businesses). A focus will be on reducing unnecessary length and frequency of trips and also on the health sector where better travel choice will help meet other objectives, such as reducing obesity.

There will also be a stronger approach to encouraging less car use to ensure that the benefits of people switching to more sustainable options are 'locked in'.

Connectivity

The focus will be on delivering an integrated transport system with an emphasis on improving public transport as a low carbon alternative to the car.

In order to get the most out of buses as part of a fully integrated transport system, Metro is developing a bus franchising system, similar to that in London, giving Metro more say over bus services, fares and frequencies. Whilst franchising will be one way of getting more out of the bus network, alternatives suggested by bus operators that achieve the same improvements will also be considered. This will be supported by measures to speed up bus journey times and make them more reliable. Linking different types of transport and services together at transport 'hubs' and introducing integrated 'smart' ticketing will help to provide seamless journeys and opportunities for interchange between car, public transport, walking, cycling and other forms of travel.

For freight, a new partnership between public and private sectors will be established to develop ways of improving the flow of goods in a more sustainable way.

Continued improvements in road safety will be delivered with an emphasis on education and training, as well as measures to minimise the impact of transport on the natural environment.



Enhancements

West Yorkshire has suffered from under investment in transport compared to other areas. The Plan sets out ambitions for a high quality network of services linking the main centres.

Proposals include additional rail services, carriages and electrification of rail lines, park and ride, express bus services and new ideas such as 'tram train' and modern 'trolleybuses'.

In the first few years, when it is anticipated that there will be limited money available, the emphasis will be on providing additional capacity for existing services (particularly rail) and tackling congestion bottlenecks. Improvements will be targeted where they support the economy, housing, regeneration and the move to a low carbon transport system. To deliver some of the more ambitious proposals, new ways of funding the proposals locally will be developed.

What could West Yorkshire's transport system be like in 2026?

The following fictional blog provides a picture of what the transport system could be like in 2026 if the Vision and Objectives are achieved:

MyJourney West Yorkshire daily travel blog 2026 (fictional)

8.00am: Busy day ahead but I always fill in my travel blog on the go because it helps Metro improve things to meet my needs.

8.37am: Walk the kids down the road to catch yellow MyBus to school – they love using it and I know they'll get to school quickly and safely.

9.00am: Go home to grab my bike and cycle down to the local hub to do some work. It means I get a bit of exercise and don't have to go into the office as I'm not doing a full day today. My friend works in sales and has to travel around a lot so she uses the 'car club' which means she can pick up a vehicle when she needs to and leave it at a park and ride to avoid traffic and parking charges. It gives her loads of flexibility and means she can drive around in something more environmentally friendly and better quality than she could afford.

11.45am: Work took longer than I thought but not to worry as the Tram Trains are every 15 minutes. Just got time to top up my 'smartcard' which will cover all my travel needs, ensuring I get the best value for money.

12.08pm: Cross Castleford Interchange for a bus. Used to be confused which one to get to my mum's because they changed the routes, times and prices regularly. Now I can easily find the right one, see exactly when it is coming and know how long it will take. Mum is happier since they brought in 'dial a ride' services which gets her to the doctors and out to do shopping when she wants without feeling like a burden.

3.26pm: Notice how much smoother and quicker the journey to Wakefield is. There's no road works slowing things down and fewer cars on the roads because public transport is so much more convenient and cheaper, especially for getting to and from school. It makes things feel safer as well so I don't worry about Kevin riding his electric scooter to college. He's always telling me it's good for the environment. And Mike's journey to work has got easier since the new trains. He hardly ever has to stand up now and if he goes to Manchester it's much quicker on the electric trains than it used to be.

3.40pm: I've got time to walk to my appointment and I can get some fresh air as there's no car fumes now the city centre is pedestrianised. Checked online and kids' MyBus is on time and my sister has posted a note to say she's meeting them at the stop. Hope she remembers the shopping's being delivered at ours.

5.05pm: Meet Mike in Leeds city centre to go see friends in Chapel Allerton. No need to sit in traffic because we're on a modern 'trolleybus'.

8.55pm: Back home. Shopping delivered and kids fed. Need to plan our journey to the airport online for our upcoming holiday. The flight times are a bit awkward but services run almost round the clock so getting there shouldn't be a problem.

What are we going to focus on?

Based on all the evidence gathered, and engagement and consultation carried out in the preparation of this Strategy, we have identified some "big ideas" that will have the most significant impact on achieving the Vision and Objectives. Whilst ongoing activity such as **maintenance**, **safety** measures and **improving air quality** are crucial, these "big ideas" will deliver the transformation needed to work towards the transport system of 2026 that West Yorkshire needs. The "big ideas" identified are:



Enhanced travel information: providing customers across West Yorkshire with 'real time' information on a range of transport choices tailored to their needs, with updates during the journey via the web, mobile applications and signs.



Integrated ticketing: using 'smart' technology to make paying for and using a range of transport services much easier. This will give customers better value for money and mean that they can travel seamlessly around West Yorkshire and the Leeds City Region. Although the first priority is for integrated public transport ticketing, this will be extended to cover other transport and non-transport uses.



Low carbon transport modes: securing investment in carbon efficient transport choices by delivering additional rail services, carriages and electrification of rail lines, park and ride, walking and cycling routes, express bus services and new ideas such as 'tram train' and modern 'trolleybuses'. Also supporting measures to help people choose lower carbon vehicles.



New approach to buses: getting the most out of the bus network by transforming the customer experience and significantly increasing bus usage. Proposals for a franchised system of bus services (similar to London) are being developed, although alternatives suggested by bus operators will also be considered. This will be supported by measures to speed up bus journey times and make them more reliable.



Stronger measures to manage demand for travel: encouraging less car use to 'lock in' the benefits of travel behaviour change to more sustainable options. This will involve giving priority to and creating more space on West Yorkshire's roads for buses, cyclists and pedestrians. As the economy recovers and congestion increases, stronger financial incentives to reduce car use and encourage car sharing will be considered. Measures to encourage people to use less crowded rail services will also be introduced.



New approach to Network Management: helping to make journeys for people and goods run more smoothly and safely across West Yorkshire. This means ensuring that roads are well maintained and limiting disruptions to journeys. It will involve greater use of technology to monitor and respond to incidents in 'real time' and schemes such as 'traffic light priority' to speed up the flow of buses.

Consultation Response Form

PLEASE DETACH THIS FORM AND SEND IT TO THE FREEPOST ADDRESS.

Once you have read this booklet about West Yorkshire's Local Transport Plan proposed Strategy for 2011-26, please provide your feedback and input using this form and any additional sheets you need, and return it to **FREEPOST XXXXX**

Alternatively, you can fill in an online version at www.wyltp.com where you can also find a detailed, technical version of this document. Hard copies of consultation materials are available on request by **0113 348 1726** or emailing ltpt@wypte.gov.uk

The consultation will last for eight weeks, from 25 October to 17 December 2010. Following the consultation, the Strategy will be developed further to take on board all the feed back and input and a draft Implementation Plan for delivering the Strategy during 2011-14 will be developed. There will be a further six week consultation on the Implementation Plan in January / February 2011.

Your contact details will only be used to inform you of further opportunities to get involved in the development of the Plan. However, if you would like to be registered for 'Metro Messenger' to receive free email travel updates, service changes, special offers and events news, please tick here:

Please provide any of the following details you wish to share with us in the box below:

Name:

Organisation and position (if answering in a professional capacity):

Email address or phone number (depending on preferred method of contact):

Postcode: Year of birth: Gender:

Do you have a disability? If so, please state what kind:

Ethnic background:

Question 1: Based on your recent experience, what are the **top three transport related issues** that you face in West Yorkshire? Please make your suggestions in the box below.

Issue 1:

Issue 2:

Issue 3:

Question 2: Do the **Vision and Objectives** outlined on page two, capture **what you want from transport over the next 15 years**? Please tick the box after one of the following options and provide any additional feedback or comments in the box below, including details of anything that you think is missing / shouldn't be included in the Vision and Objectives.

Strongly Agree	<input type="checkbox"/>	Agree	<input type="checkbox"/>	Indifferent	<input type="checkbox"/>	Disagree	<input type="checkbox"/>	Strongly Disagree	<input type="checkbox"/>
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Question 3: What are the **top three things you want to see happen** over the next 15 years to meet your transport and travel needs and help achieve the Vision and Objectives outlined on page two? Please make your suggestions in the box below.

Suggestion 1:

Suggestion 2:

Suggestion 3:

Question 4: The "big ideas" outlined on page six have been identified as the things that will have the **most significant impact** on achieving the Vision and Objectives. Please **rank the "big ideas" from 1 to 6, 1 being the most important to meeting your transport and travel needs, and 6 being the least**. Mark the numbers in the boxes beside each idea below. Also provide any additional feedback or comments in the box below.

Enhanced travel information	
Integrated Ticketing	
Low carbon transport modes	
New approach to buses	
Stronger measures to manage demand for travel	
New approach to managing the transport network	

Question 5: Funding and resources for local transport are likely to be significantly reduced over the next few years than has been available previously. This means that what is delivered over the next three years will have to be carefully prioritised. Given this, what is the one thing you would do to improve the transport system in a specific location (e.g. your local area / on your journey to work) or generally across West Yorkshire? Please provide your answer in the box below.

Question 6: Please provide any additional feedback and comments you have on the consultation as a whole in the box below.

Thank you for taking the time to fill out this consultation response form. We will be in touch about how your responses will be used in the next stage of development of the Plan and to invite your further feedback and input.



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