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Connecting people and places

West Yorkshire Local Transport Plan
2011 - 2026

LTP Summary



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Introduction

This summary document outlines the West Yorkshire Local Transport Plan (LTP) for 2011 to 2026. The LTP is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first three years.

The Plan is branded 'MyJourney' to reflect the focus on people, and the way they are affected by the transport system. We have consulted widely and will continue to do so as the Plan is implemented.

The national economic position in 2011 means that funding will be very restricted in the Plan's early years. Our response is to focus the more limited resources on supporting the economy and maintaining existing assets and services in the first few years. We will also ensure that the spending programme is flexible to respond to changing circumstances or new opportunities as they arise.



This new Plan puts customers at its heart - it's about our journey to connect people and places together in ways that also support the economy, the environment and quality of life.

How is this Plan structured?

We cannot be certain what funding will be available in later years, so this Local Transport Plan takes two approaches:

- A 15-year strategy for 2011 to 2026; and
- A first Implementation Plan for 2011 to 2014.

The complete Plan, Implementation Plan and Plan Appendices can be downloaded from www.wyltp.com.

West Yorkshire Local Transport Plan

Metro, the West Yorkshire Integrated Transport Authority, is the Local Transport Authority for West Yorkshire and has a statutory duty to 'develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport', and 'to prepare a Local Transport Plan' for West Yorkshire. It does this in partnership with the five District Councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.

Our Vision

The Plan sets out a vision for transport in West Yorkshire for the next 15 years:

MyJourney West Yorkshire Vision 2026 - Connecting People and Places

Working together to ensure that West Yorkshire's transport system connects people and places in ways that support the economy, the environment and quality of life.

Our Objectives

The Plan also sets out three key Objectives:

1

Economy. To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.

2

Low Carbon. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.

3

Quality of Life. To enhance the quality of life of people living in, working in and visiting West Yorkshire.



What have been the benefits from previous Plans?

Since 2001, West Yorkshire's LTPs have provided a framework for investment in transport services and infrastructure, with significant results:

- **reduced congestion** through measures including additional train carriages, MyBus yellow school buses, car club schemes in Kirklees and Leeds, and new road schemes in Glasshoughton and east Leeds.
- **enhanced public transport** through measures including the new FreeCityBus and FreeTownBus services, new bus services to hospitals, re-introduction of Boxing Day bus services, improvements at rail stations, development of MetroLocal services through work with local communities and rolling out of real-time bus and rail information.
- **improved road safety** with 15% fewer people being killed or seriously injured in collisions during 2009/10 compared with 2006/07. This has been achieved through enforcement, driver training initiatives, including speed awareness courses, pedestrian and cycle training, safety cameras where there are significant levels of incidents of people being killed or suffering serious injury and 'Vehicle Activated Signs' to encourage drivers to stick to speed limits.
- **improved air quality** as a result of the implementation of District Air Quality Action Plans and 'travel choices' marketing measures such as the West Yorkshire-wide 'Travel to Work' initiative covering around 200,000 employees, which helped encourage a reduction in car use, saving 30,000 tonnes of carbon in the last three years.

Why do we need a new Plan?

Transport problems, including congestion combined with a lack of investment, will stifle West Yorkshire's economic performance. Road congestion, particularly in the peak periods is a major concern for businesses and the public.

Congestion also adversely affects the operation of bus services, reducing their performance and financial viability. Although bus and rail performance has improved in recent years, public transport is still not reaching its full potential.

Trains are crowded in the peak periods and overall bus use by fare-paying passengers is falling. Increasing fare levels, frequent network changes and lack of integration between services are seen as major barriers to a greater use of bus services.

Consultation has shown that the condition of roads and footways in West Yorkshire is a concern. The recent severe winters have also had a detrimental impact on the quality of roads.

If we do nothing, the predicted growth in employment, population and housing will exacerbate the current problems of congestion and the reliability of the transport network. There will also be serious strain on the public transport system's financial sustainability, leading to further service cuts, declines in usage and increases in fares. In turn, this will reduce the accessibility of the network to those who need it most. Road casualties will increase and carbon emissions will rise.

What does the 15-year strategy contain?

Our Plan provides the framework for local transport planning and delivery, and considers the transport needs of people, freight and businesses, as well as the impact of the transport system on residents, communities, organisations and the natural environment. It also takes into account relevant national, regional and local policies, priorities, strategies and plans, including land use planning.

The 15-year MyJourney strategy is designed to improve the four key themes of the journey: **Transport Assets** (such as the roads, traffic lights and bus stops that make up the network), **Travel Choices** (helping customers make the most sustainable choice about when and how they travel), **Connectivity** (providing an integrated, safe, reliable transport journey) and **Enhancements** (improving the overall system to provide more capacity for journeys in the future).

Effective management of **Transport Assets** is vital to ensure maximum value for money and to meet the Plan's objectives. This will be delivered by embracing new technology and management practices, and focusing on investing in more preventative maintenance prioritised according to use and condition.

On **Travel Choices**, the Plan's Strategy is to support customers in making their choices more sustainable. Wherever possible, the approach is to reduce the frequency and length of trips. Where people do need to travel, the focus is to better understand the needs of all customers and to make changes where possible to meet these needs. This includes better targeted information covering all modes of transport, to enable customers to make informed travel choices.



Connectivity focuses on delivering an integrated, financially-sustainable, reliable transport system that enables people and goods to move around as efficiently and safely as possible. It aims to maintain and improve the links into and around urban centres and other employment areas, while at the same time not compromising local people's needs and quality of life.

For **Enhancements**, the approach is to get the most out of the existing transport network and infrastructure, particularly where there is potential for it to perform better. Investment will be made to support strategic economic objectives and ensure that the main centres are better connected (thereby increasing productivity), focused where it can have the greatest impact in supporting local economic, employment and housing priorities and Local Development Frameworks.

Six 'big ideas' have been identified that will drive progress towards the objectives.

1. Enhance **travel information** to encourage travel behaviour change through customised, real-time information across buses, trains and other modes, and carry out marketing, education and support activities including tailored education and training.
2. Develop and use **integrated ticketing** and smartcard technology to enable seamless travel across buses, trains and other modes.
3. Invest in **low-carbon** modes of travel by supporting the development of infrastructure for low-carbon methods of travel, such as electric trains, 'Park-and-Ride', buses, tram-train, trolleybuses, walking and cycling.
4. Create a **new approach to buses** as part of an integrated transport system by developing a core, high-quality, financially sustainable network of bus services, with better transport planning at a community level. Improve interchange, including the development of transport 'hubs'.
5. Introduce **stronger demand management** measures to encourage less car use and 'lock-in' the benefits created by people changing to low-carbon modes. Also, working with Planning Authorities to ensure that development is concentrated in sustainable, accessible and safe locations.
6. A **new approach to network management** to help make journeys for people and goods run more smoothly, ensuring assets such as roads are well maintained and that repair works are planned to minimise disruption. Greater use of technology to respond to incidents in real time and Traffic Light Priority to speed up the flow of buses.



Who did we consult when creating the Plan?

Three rounds of public consultations took place between April 2010 and February 2011.

- LTP Draft Vision and Objectives (April to August 2010)
- LTP Draft Strategy for 2011-2026 (October 2010 to January 2011)
- LTP Draft Implementation Plan for 2011-2014 (January to February 2011)

Details of the consultations, the results and the contributions made to the development of this Plan are reported in detail in "Developing LTP3 and Quality Contracts in West Yorkshire: This Is What You Told Us" which can be downloaded from www.wyltp.com.

Contributions were received from:

- Members of the public;
- Councillors from the five District Councils and Metro;
- Local Strategic Partnerships;
- District Council Officers from a range of disciplines, including education, environment, health and equality;
- Leeds City Region partners and other neighbouring Councils;
- Department for Transport, Highways Agency, Network Rail;
- Local representatives of environmental and conservation bodies, including Natural England, Friends of the Earth, the Environment Agency and English Heritage;
- Commercial and community transport operators running buses, trains and taxis;
- Health sector representatives;
- Local business / employment networks and groups, including the Federation of Small Businesses, Chambers of Commerce and JobCentrePlus;
- Local voluntary and charity groups, and special interest groups and forums, including disability, equality, older people's, young people's, access, cycle and rural groups;
- Campaign groups, including Campaign for Better Transport and Sustrans; and
- Passenger Consultative Committees.

An Integrated Sustainability Appraisal was used to assess the environmental, health, social and economic impacts of the Plan, providing a rounded picture of the long-term effects, rather than focusing on specific aspects.

This appraisal was supported by transport modelling work with a focus on carbon reduction and job creation outcomes in the Leeds City Region.



What are the priorities for the first three years?

A three-year capital programme of £143m (2011/12 to 2013/14) is available to deliver this Plan, supported by annual revenue funding which is £284m in 2011/12.

For **Transport Assets**, priorities include implementing a new 'street works permit scheme' to provide greater control over planned utility and other road works to help reduce congestion.

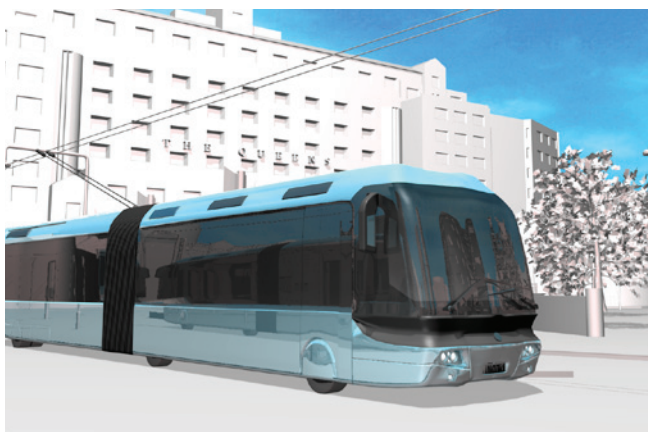
A key focus for the **Travel Choices** activity will be on integrating information across all modes of travel and personalising access to information through greater use of technology, and introducing smartcards.

In **Connectivity**, the key focus will be the continued development of proposals for a Bus Quality Contract Scheme (along with consideration of partnership offers from bus operators). Further priorities will be to mitigate the 25% reduction in the budget for supporting bus services, as well as the roll-out of the Traffic Light Priority programme.

The **Enhancements** programme includes strategic road and public transport schemes across West Yorkshire including the further development of major schemes (Leeds New Generation Transport System, a new entrance to Leeds Rail Station, and new rail stations at Low Moor, Kirkstall Forge and Apperley Bridge).

Around £14m of capital funding has been allocated to support local schemes to be implemented by District Councils working with their local communities.

The reduced funding available in the early years of the Plan presents a major challenge in balancing the level of expenditure between maintaining the network we have (e.g. repairing roads and bus stations) and making progress on the new 'big ideas' set out in the Strategy.



The Plan will be managed and implemented flexibly to reflect any changes in priorities or reduction in revenue.

The detailed list of the individual initiatives and schemes within the Implementation Plan along with maps detailing the location of key schemes are detailed in Appendices A1-A4 of the Plan Appendices, available to download from www.wyltp.com.

How will the Plan be monitored and reviewed?

Further consultation with partners and members of the public is an important mechanism for reviewing and adapting the Plan as it develops throughout its 15-year life.

Metro will manage the Plan's implementation. Key indicators are being developed to track progress against the Plan's three objectives, and may include:

- satisfaction with all transport;
- bus journey times;
- car journey time reliability;
- access to labour markets;
- principal road condition;
- low carbon trips;
- public transport patronage;
- all road casualties (people killed and seriously injured);
- access to local services;
- transport emissions.

These include a new measure of overall satisfaction with transport in West Yorkshire. For each of these indicators, targets will be set for the plan period with milestones corresponding to each of the three-year Implementation Plan periods. A consultation on the proposed indicators and targets will be undertaken during 2011 and will be published at www.wyltp.com



Contacting Us

The Plan will be regularly reviewed and updated, and you can continue to contribute to such reviews. We will be undertaking further consultation during 2011/2012, the first year of the Implementation Plan.

If you have any further comments about the Plan, or just want to keep involved in the on-going work, please contact the LTP Partnership below or register your interest via www.wymetro.com/messenger.



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