



MyJourney

West Yorkshire Local Transport Plan 2011 • 2026



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Local Transport Plan
Partnership

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Connecting
people
and
places

West Yorkshire Local Transport Plan 2011 • 2026 Summary Version



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, ambitions and strategy over a relatively long period of time as well as detailed spending proposals in the 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 early years of the Plan. Our response is to focus more limited resources on supporting the economy and maintaining existing assets and services in the first few years. We will ensure that the spending programme is flexible to respond to changing circumstances or new opportunities as they arise.



While the majority of journeys will continue to be made by car, people told us that they wanted to see a step change in public transport, particularly buses. So we will continue to develop proposals for a Bus Quality Contract, but also talk with bus operators about an alternative partnership approach to ascertain if it can deliver the same outcomes.

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?

There is no certainty 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.

MyJourney

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

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

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 substantial investment in transport services and infrastructure, with significant results:

- **reduced congestion** through measures including additional train carriages, completing the MyBus yellow school bus project, introducing car club schemes in Kirklees and Leeds, 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, projects 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 resulting in 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 and 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 economic performance in West Yorkshire. 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 meeting its full potential. Trains are crowded in the peak periods and bus use by fare-paying passengers is falling. 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 are a concern. The recent severe winters have also had a detrimental impact on the quality of roads generally.

If we do nothing, the predicted growth in employment, population and housing will exacerbate the current problems of congestion and reliability of the transport network. There will also be serious strain on the financial sustainability of the public transport system, leading to further service cuts, declines in usage and increases in fares. In turn, this will reduce the accessibility of the network to the most vulnerable customers. 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 for future land 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.

Customers are central to **Travel Choices** and the role of the Plan is to support them in making these choices more sustainable. Wherever possible, the approach is to reduce the frequency and length of trips. Where mobility is necessary or desired, the focus is to better understand the needs of all customers and to intervene in the most productive way. This includes better targeted information covering all modes of transport, to enable customers to make informed travel choices.



The **Connectivity** focus is on delivering an integrated, financially-sustainable, reliable transport system, which enables people and goods to move around as efficiently and safely as possible. This aims to maintain and improve the links into and around urban centres and other employment areas, while at the same time not compromising the needs and quality of life of people who are not travelling.

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.

From the strategy, six '**big ideas**' have been identified that will drive progress towards the objectives.

1. **Enhancing travel information** to encourage travel behaviour change through customised, real-time information across buses, trains and other modes, and marketing, education, support activities and tailored education and training.
2. Develop and use **integrated ticketing** and smartcard technology to allow seamless travel across buses, trains and other modes.
3. **Investment 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. Phasing in **stronger demand management** measures to encourage less car use and 'locking-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, making sure 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 by prioritising asset management and maintenance standards.



Who did we consult when creating the Plan?

Four rounds of public consultations took place between April 2010 and July 2012:

- 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*)
- LTP Draft Supporting Plans for 2011-2026 (*May to July 2012*)

Details of the consultations, the results and the contributions made to the development of this Plan are reported in detail and 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 annually by £284m (2011/12) of revenue.

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.

In **Choices**, a key focus in the first three years will be on integrating information across all modes of travel and personalising information access through greater use of technology.

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) 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 Integrated Transport Schemes determined by the 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.

The implementation of the Plan will be managed by Metro. Six key indicators and targets have been developed which will be used to measure the performance of the Strategy in delivering the Objectives. They include:

- Journey time reliability
- Access to employment
- Mode share
- Emissions of CO2 from transport
- All road casualties – people killed or seriously injured
- Satisfaction with transport



For each of these indicators, targets have been set for the plan period corresponding to each of the three-year Implementation Plan periods.

Contacting Us

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.



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Further information

If you have any queries about this document, or If you would like this information in other formats such as Braille, large print or in audio format (CD / MP3) or in other languages, please contact us:

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